

CITY OF BROOMFIELD

1995 MASTER PLAN

**Prepared for the City of Broomfield
by**

Calthorpe Associates

**with
BHA Design, Inc.
Clarion Associates**

Adopted by the Broomfield City Council on November 28, 1995 and amended on August 27, 1996, November 12, 1996, November 25, 1997, February 24, 1998, April 14, 1998, April 28, 1998, August 11, 1998, June 1, 1999, October 26, 1999, September 4, 2001, and December 11, 2001.

Acknowledgments

We would like to thank the Mayor, the Broomfield City Council, and the Strategic Plan Committee for their leadership and also the citizens of Broomfield for their guidance in preparing the 1995 Broomfield Master Plan.

Mayor William Berens
Councilmember Thomas Brunner
Councilmember Kathy Brown
Councilmember David James
Councilmember Lawrence Cooper
Councilmember Anne Crouse
Councilmember Larry Allen
Councilmember Henry Stovall
Councilmember Karen Stuart
Councilmember Linda Fahrenbruch
Councilmember Ralph Johnson

Strategic Plan Committee

Chairperson Colleen Stevenson
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Clark Greip
Billie Willey
Alice Hanson
Jim Olson
John Lay
Thelma Banschbach
Teddi Davis
Jenny Donaldson
Bud Schipper

RESOLUTION NO. 142-95

A RESOLUTION ADOPTING THE 1995 BROOMFIELD MASTER PLAN

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BROOMFIELD, COLORADO:

Section 1. Pursuant to section 17-58-030, Broomfield Municipal Code, the 1995 Broomfield Master Plan attached hereto is adopted as the Master Plan for the City of Broomfield. The Mayor or Mayor or Pro Tem is authorized to sign and the city clerk to attest the 1995 Master Plan, including the maps and descriptive matter therein.

Section 2. This resolution is effective upon its approval by the City Council.

APPROVED on November 28, 1995.

CITY OF BROOMFIELD, COLORADO

William M. Bevis
Mayor

ATTEST:

Vicki Mares
City Clerk



APPROVED AS TO FORM:

Ray A. Howard
City Attorney

CITY OF BROOMFIELD

1995 MASTER PLAN

Final Report

November 28, 1995

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Background Information

Previous Work Products:

Task 1.2	Review and Evaluation of Existing Information
Task 2	Existing Land Use Table
Task 3	Environmental and Natural Resource Inventory
Task 4	Community Facility Analysis
Task 5	Demographic and Economic Trends and Issues
Task 6.1	Land Use Analysis - Holding Capacity Calculations
Task 6.2	Opportunities and Constraints Summary
Task 6.3	Ward Meeting Comments - Round No. 1
Task 7.1	Plan Alternatives and Fundamental Planning Principles
Task 7.2	Ward Meeting Comments - Round No. 2
Task 7.5	Review of Development Regulations and Implementation

A Vision for Broomfield's Future

"Imagine our community, Broomfield, as a city with a strong sense of unity, pride, and identity; as a modern city inspired by its community spirit. Broomfield is characterized by planning that balances residential and commercial land use with generous park/recreation and open space areas. Residents enjoy a full array of employment opportunities, recreation, retail, and human services, which are readily accessible to people of all ages. The quality of life for Broomfield residents is highlighted by excellent education, public safety, an outstanding transportation system, and supportive, proactive citizens in strong neighborhoods. Broomfield has a diverse economic base and plans growth to maintain and enhance our sense of community and small town flavor."

(Broomfield Vision Task Force)

Linkage to the Strategic Plan

The Master Plan looks toward the ultimate build-out of the community, which, depending on the rate of growth will probably take at least 30 to 40 years. It paints a picture of how Broomfield might look and feel in the future. The plan establishes a series of goals and policies to guide decision-making along the way. The Master Plan does not, however, address many of the social considerations included in the Broomfield Vision – quality of education, social programs, and other human services – nor does it include a detailed strategy for implementation.

The Master Plan for Broomfield is one step in our effort to clarify how we move from this Vision Statement to a blueprint for the future. The Master Plan has its foundation in the Vision, but is focused primarily on the physical development of the City. Land use, roadways, and community facilities are all part of the built environment. The coherence of community structure and the quality of buildings, streets, and open lands will determine whether growth represents a positive act of building community or the loss of identity.

A variety of efforts is required to make this Vision a reality for the Broomfield community. Some of these efforts fall within the realm of city government while other efforts will be lodged in the private sector. Many actions may require joint efforts between the public and the private sectors in order to guide the community towards achieving this vision over the coming years.

This need to lay out a strategy for implementation and the desire to address the social issues of the community has led to the preparation of a "Strategic Plan." In 1995, the Broomfield City Council appointed a committee of citizens known as the Strategic Plan Committee and charged this group with the creation of a Strategic Plan for Broomfield. The Strategic Plan will provide the implementation strategies not only for the Master Plan but also for all of the issues associated with the Broomfield Vision that are not addressed by the Master Plan.

One of the key recommendations of the Strategic Plan is the Sense of Community Element. Recommendation 1 for this element is to create the City and County of Broomfield. The city is currently split among 4 counties complicating service delivery and dividing the community. Channels for participation at the county level are fragmented and effectiveness is diluted. Inefficiency, overlap, and duplication of services are probable outcomes of four counties serving a single city. Cooperation among the four counties is difficult due to differing constituencies, fiscal disparity, conflicting priorities, and contrasting values. The following map includes the area to be included in the City and County of Broomfield.

Purpose and Process of the Master Plan

Update of the 1988 Master Plan

Over seven years have passed since the 1988 Master Plan was adopted. During that time, with an eye to the future, the city extended its corporate limits north of West 144th Avenue in Adams County and has expanded northward into Weld County. During the years of 1993 and 1994 the city saw a record level of residential growth which is now beginning to return to historical levels. The consequent expansion of the physical limits of the City as well as the expanding population and employment of Broomfield prompted the City Council to undertake a complete update of the 1988 Master Plan.

Over the years, four periods of expansion have resulted in master planning efforts. Although Broomfield as a community has been in existence since the 1880's, modern day planning efforts began with the design of a new planned community midway between Denver and Boulder along the newly constructed Denver-Boulder Turnpike. This new planned community was given the name Broomfield Heights and grew rapidly during the post-war housing boom of the 1950's. By 1961, the new community had incorporated in Boulder County under the name of the original community, Broomfield. The first Master Plan for the city, The Broomfield City Plan, was adopted in 1964.

By 1971, after a period of annexation by many of the suburban cities in the Denver metropolitan area, Broomfield had expanded its corporate limits from Boulder County into Jefferson and Adams Counties. A new planning effort began in 1971 and the second Comprehensive Master Plan for Broomfield was adopted in 1973. During the remainder of the 1970's, the Denver metropolitan area again underwent a major expansion and regional planning issues in the early 1980's prompted adoption of the 1984 Master Plan which expanded possible annexation areas to the northeast. The 1988 Master Plan was a rewrite of the 1984 plan and reflected a smaller planning area and included less open lands than this plan.

Community Input Process

The hallmark of the development of the 1995 Broomfield Master Plan has been the high level of public involvement. Ideas and suggestions received from the community were used to craft the master plan map and create the goals and policies on which the plan is based. In addition to input from public meetings, the plan was also shaped by input from the citizens of the Strategic Plan Committee. A total of 16 meetings and workshops were held.

The process began with a Public Workshop attended by over 100 people in January 1995, where the master plan process was introduced and community planning principles were discussed. This was followed by a series of five meetings in each of the city council wards to gather information and discuss issues with local residents that should be addressed in the Master Plan. Staff and consultants then took these suggestions and coupled them with technical information and planning principles to prepare three master plan alternatives. These alternatives were then presented at a second series of meetings in each of the five wards to get community reaction and recommendations. These hands-on workshop sessions provided the information needed to prepare a single Preferred Alternative Master Plan Map and accompanying goals and policies. These preliminary materials were then presented at a second joint meeting of the Strategic Plan Committee and the City Council, as well as another Public Workshop. Comments received at these sessions were used to refine the Preferred Alternative, as well as the goals and policies. A Strategic Plan Committee public hearing was held in early October 1995 and City Council public hearings on the 1995 Master Plan were held on October 24, November 14, November 28, 1995. In addition, public hearings were held prior to the adoption of subsequent amendments to the plan.

A total of 16 public meetings were held during the master plan process, in addition to less formal contacts with citizens and property owners. The public meetings associated with the master plan process include:

1/11/95	Public Workshop #1
3/8/95	Ward 5 Neighborhood Meeting
3/9/95	Ward 2 Neighborhood Meeting
3/13/95	Ward 3 Neighborhood Meeting
3/15/95	Ward 4 Neighborhood Meeting
3/16/95	Ward 1 Neighborhood Meeting
/1/95	Joint Workshop #1 - City Council and Strategic Plan Committee
8/9/95	Ward 1 and Ward 2 Neighborhood Meeting
8/16/95	Ward 3 Neighborhood Meeting
8/17/95	Ward 4 and Ward 5 Neighborhood Meeting
9/7/95	Joint Workshop #2-City Council and Strategic Plan Committee
9/28/95	Public Workshop #2
10/9/95	Strategic Plan Committee Public Hearing
10/24/95	City Council Master Plan Public Hearing
11/14/95	City Council Master Plan Public Hearing
11/28/95	City Council Master Plan Public Hearing

Amendments to Master Plan

8/27/96	City Council Master Plan Public Hearing (Design Guidelines)
11/12/96	City Council Master Plan Public Hearing (Open Space Amendments)
11/25/97	City Council Master Plan Public Hearing (NW Parkway Amendment)
2/24/98	City Council Master Plan Public Hearing (Open Lands Definition Amend)
4/14/98	City Council Master Plan Public Hearing (Annexation Boundary Map)
4/28/98	City Council Master Plan Public Hearing (Amend Annexation Boundary Map)
8/11/98	City Council Master Plan Public Hearing (Growth Management Amendment)
6/01/99	City Council Master Plan Public Hearing (Zuni St. & McKay Landing Amend.)
10/26/99	City Council Master Plan Public Hearing (Interim Urban Growth Boundary)
9/04/01	City Council Master Plan Public Hearing (Urban Growth Boundary Map and Master Plan Map)
12/11/01	City Council Master Plan Public Hearing (Section 30 Master Plan Map Revision)

Setting and Trends

This section provides a brief summary of the factors affecting growth in Broomfield and the issues that have helped shape the Master Plan recommendations. More detailed information on these topics is provided in the Technical Appendix.

Community History

Broomfield began in the 1880's shortly after the railroad came through the area. The new station was named Broomfield after the fields of broom corn near the new depot. Land was purchased by A.J. Zang and others and a farming community developed. By the early 1920's a small downtown had evolved, but until the 1950's only 100 people lived in the area. In 1955, construction began on the first filing of Broomfield Heights, the first modern planned new community in the state. In 1961, the Broomfield Heights community voted to incorporate into a city and to begin providing municipal services.

In 1961, the city was located wholly within Boulder County, but in 1971 the corporate limits were expanded to include portions of Jefferson and Adams Counties and in 1990, areas lying within Weld County were added to the city.

Regional Setting

As a suburban community halfway between Denver and Boulder along the US 36 Denver-Boulder Turnpike, the City of Broomfield like other Denver metropolitan areas has experienced periods of rapid growth.

Population

The Denver-Boulder region has shown consistent and rapid population growth in recent years in excess of two percent annually. This has been fueled largely by in-migration of people from other states. While growth will continue, due to the state's attractive quality of life and other factors, it will likely do so for the foreseeable future at a more moderate pace of one to two percent annually.

Real Estate Market Trends

In step with a booming population, the region's office, industrial, and retail sectors have not only recovered from the slump of the late 1980s but have shown impressive gains. Office and industrial vacancy rates in the northwest quadrant of the metro area in which Broomfield is located have dropped to single digits, setting the stage for new

development activity. Retail sales have also shown strong increases since 1990. Large strip malls and "big-box" retailers have made up the bulk of new development. As these sectors have expanded, the region's unemployment rate has dropped to under four percent.

Demographic Trends

Population

Broomfield's population in 1995 was about 31,000. The community has witnessed substantial population growth since 1970. From 1980 to 1990, Broomfield's population grew by about 20 percent, from 20,000 to 25,000 people, translating into an annual average growth rate of 1.9%—faster than the state's growth rate. Since 1990, the average annual rate of growth has been over 4%, compared to 2.48% for the Denver/Boulder region and 2.46% for the state as a whole.

While it is unlikely that these high growth rates will continue, recent trends indicate that Broomfield will grow at rates higher than surrounding communities because of its prime location in a fast-growing region, the shrinking of available residential land in surrounding communities, Broomfield's supply of available land and stock of approved housing developments, and a land use regulatory environment that until recently was perceived by some in the real estate industry to be more accommodating than surrounding communities. Broomfield's population estimate in the year 2020 is 46,700. Historic and projected population for Broomfield is as follows:

<u>Year</u>	<u>Population</u>
1970	7,281
1980	20,730
1990	24,638
1995	31,000
2000	35,000
2010	40,450
2020	46,700

Source: Broomfield Planning Department; Demographic Section of Colorado Division of Local Government; Clarion Associates, LLC.

While Broomfield has a very young population overall (median age of 30.9 years), like the rest of the United States, the elderly population over 64 is increasing rapidly. This growth will increase demand for suitable housing for the elderly, both in terms of smaller single-family units and elder-care facilities.

The largest age cohort in absolute numbers is the 25-44 age group--the prime child-bearing ages. The size of this group portends a surge in the number of children in Broomfield during the coming decades. This same age group is also expected to drive increased demand for entertainment and retail sales in the area given its relatively high income levels.

After the 25-44 age cohort, the next largest percentage of Broomfield's population is between 5 and 17 years of age. Not surprisingly, the school districts in Broomfield are, and will, continue to see a surge in school enrollment.

Income

In 1990, Broomfield's median household income of \$39,067 was higher than all other nearby communities except for Louisville, while Broomfield's median family income of \$43,854 was slightly lower than in Boulder and Louisville, but higher than the median family income in Westminster and Lafayette. Both median household income and median family income grew at a faster rate than the state average from 1980 to 1990. Broomfield residents today have relatively more income to spend on goods and services than the average Coloradan, and the average resident in the Denver/Boulder area. This high level of family income underscores the potential for retail development in the area.

Employment

The labor force of Broomfield is largely white collar, characterized by high employment and high educational attainment. Unemployment is very low--under 4 percent in 1990 and probably even lower today. Two-thirds of Broomfield's labor force is employed in traditional white collar occupations. In 1990, approximately two-thirds of Broomfield's jobs were manufacturing jobs. An estimated 11,000 jobs exist in Broomfield in 1995.

Since 1989, Broomfield has enjoyed a modest annual increase of jobs, averaging about 1.9%. Development opportunities associated with the Interlocken Business Park, the planned interchange at 96th Street and the Boulder Turnpike, and in the retail sector indicate that the city can expect to see the number of jobs and tax-generating businesses continue.

Due to the high level of white collar workers in the resident labor force and the high share of manufacturing jobs in the city, most residents must commute out of the city to work. This situation highlights the need for additional higher paying white collar jobs in Broomfield as the employment base of the city expands.

In addition, because a large percentage of jobs in Broomfield are in the manufacturing and retail sectors, the average income of many workers in Broomfield is too low to support a mortgage on the average new home in the city, which is selling for over \$150,000. Therefore, most of Broomfield's workers commute to the city from other communities in the Denver-Boulder region. Construction of additional housing that is affordable to those who currently work in Broomfield's manufacturing jobs would help stabilize the community.

The "mismatch" between the type of jobs generally found in Broomfield, predominately manufacturing, and the typical job of residents, predominately white collar, may have long-term implications for future job growth in Broomfield. If prospective manufacturing firms looking at Broomfield are swayed in their locational decisions by a convenient and accessible supply of labor, the city may be at a disadvantage. Also, if additional white collar jobs are not created, residents will continue to be forced to commute outside the city.

Municipal Fiscal Trends

Property taxes, sales taxes, and use taxes provide most of the revenue for Broomfield's operating and capital improvement budgets. Broomfield's operating budget (comprised of the general, street and library funds) has grown from \$8,302,000 in 1990 to \$13,192,000 in 1994, nearly a 60% increase. During the same five-year period, as noted above, population grew by about 25% and jobs grew in number by an estimated 9%.

New residential development typically adds to the demand for expensive municipal services. New residential development in Broomfield, however, has also generated considerable revenues for the City's General Fund, which pays for important municipal services such as police, parks and recreation. Most of new development's contribution has been in the form of the construction use tax on building materials--receipts from which increased nearly tenfold between 1990 and 1994 (from approximately \$155,000 in 1990 to approximately \$1,402,000 in 1994)-- and water/sewer tap and license fees. These are one-time contributions, however, and Broomfield has been using a significant portion for annual operating expenses.

In the long run, the City may be limited in its ability to increase property tax revenues because of Gallagher Amendment limitations; although this may be offset to a certain extent by future non-residential development in Interlocken and the consequent increase in property tax revenues. However, in the last five years, even with the surge in new development, property taxes have increased by only 12%. Thus, as residential construction declines, and use taxes drop and property tax revenues level off, the City

should be focusing on ways to address any resulting gap between services demanded and available resources.

Retail development can also generate significant sales tax revenues--the mainstay of local government finance in most Colorado cities. Unfortunately, there are signs of significant sales tax revenue leakage from Broomfield to other communities in the region. This gap reveals the potential for new retail and sales tax generating uses in Broomfield to capture residents' dollars.

It is recommended that Broomfield further explore and confirm the costs of recent and predicted population growth and determine what, if any, the fiscal impacts of such growth will likely be. Depending on the outcome of such analysis, some options Broomfield may need to consider include: increase other sources of municipal revenues such as retail sales tax or impact fees; moderate projected population growth; limit the provision of municipal services; cut back existing services; or increase other fees and charges on new growth.

Community Facilities

Schools

The City of Broomfield is encumbered with an overlay of six separate school districts located within its city limits and planning study area. These include Adams County School District 12, Boulder Valley School District RE-2, Fort Lupton School District 8, Jefferson County School District R-1, Brighton School District and St. Vrain School District. All existing or proposed school facilities within the planning area are, however, located only within the Adams County and Boulder Valley districts. The four remaining special districts occupy comparatively modest land areas with inconsequential existing populations and limited residential growth potential.

Projections of student populations indicate that the most immediate need for additional school facilities is at the elementary level. It is estimated by the City of Broomfield Planning Department that the Boulder Valley elementary schools located in Broomfield will exceed building capacities by 361 students in 1998. A redistributive program of Middle School students within the Adams County School District has decreased the projections of student population of Centennial Elementary below the building capacity. Existing Mountain View Elementary enrollment, however, has exceeded building capacity with significant projections of new students. Considering these projections, a reasonable conclusion warrants the need for an additional elementary facility within each of the two primary school districts servicing the City of Broomfield.

The Adams County School District also has a site for a future high school located at

136th and Zuni. The possibility also exists for an additional middle school facility in the Boulder Valley district. This decision has not been reached and will be based upon future capacity service standards and bus exporting options for Broomfield students. Locations of these facilities should be determined by balancing existing demand and future land use projections within the city limits.

Recent surveys have been completed by both the Adams County and Boulder Valley School Districts establishing current student yields per single family and multi-family residential units within the city limits of Broomfield. The following table estimates student populations per household and provides average facility capacities within the local school districts:

	School Classifications		
	<u>Elementary</u>	<u>Middle</u>	<u>High</u>
Students per 1,000			
Population			
Single-Family	132	67	56
Multi-Family	46	18	18
Average School Size	600	1,000	1,750

Figures are based on an average household population of 2.83 for the City of Broomfield.

Detached single-family residential multipliers were averaged between the Boulder Valley and Adams County School District survey results. Multi-family residential multipliers are not yet available from the Adams County School District, thus Boulder Valley multipliers were used.

Sources: Boulder Valley School District and the Broomfield Ad Hoc Schools Task Force, October 1994.

Library

The existing library facility is located in the Broomfield municipal complex. This is presently the only branch of the municipal library system. Approximately 14,000 square feet of space within the building complex is dedicated for library use. Long range plans provide for the relocation of the library facility as other agencies presently housed in the municipal complex require additional space for expansion. The relocation is proposed on the 27 acre municipal site in an autonomous building with greater capacity. In addition, discussions have included the future need for a branch library facility in the northeast section of the city as determined by population growth.

Fire Protection Facilities

Fire protection service is provided to City of Broomfield residents by the North Metro Fire Rescue Authority. Small undeveloped portions of the city located north of W. 168th Ave. are, however, located within the Brighton Fire District east of I-25 and the Mountainview Fire District west of I-25. Three fire stations are presently established within the perimeter of the Broomfield city limits. Their locations include the Jefferson County Airport, Midway Blvd. and Lowell Blvd. Currently, a plan is being developed for the North Metro Fire Rescue Authority with a maximum five year time frame horizon. The construction of two future stations are proposed within the North Metro district in the City of Thornton.

Police Facilities

In 1995, the Broomfield Police Department employs 50 officers and 25 support staff. The department operates under a Community Policing philosophy which requires a higher level of manpower than more traditionally organized police departments. The shift to Community Policing requires additional human resources for the increasingly proactive and interactive roles. An ultimate goal is to foster community relations with a purpose of preventative crime measures. Facilities currently operated by the Police Department include the 17,000 sq. ft. main station located at the new City Hall facility and an unmanned satellite station located at Lowell Blvd. and Westlake Drive. As the city grows to the northeast, additional staff and satellite police facilities will be necessary.

Recreation Facilities and Park Lands

The Parks and Recreation Department maintains a variety of public facilities and programmed activities for the citizens of the City of Broomfield. A full service recreation and senior center is located at the municipal complex site. This facility is highlighted by an indoor pool, weight room and gymnasium. The Community Park, located at 2nd Ave. and Main St., is the largest outdoor recreation facility. Improvements to this 41 acre park include tennis courts, The Bay swimming pool complex and ball fields. Approximately 244 acres within the City of Broomfield are presently dedicated to recreation and conservation use as park/recreation, open space and school district properties. The following table presents existing park facilities and acreage classified under three park types:

PARK TYPES	EXISTING PARKS	ACREAGE
Pocket Parks & Greenbelts	Blue Star Memorial Park	0.75
	Brandywine Filing 4 & 5	3.10
	Carbon Road Open Space	1.24
	Columbine Park	2.44
	Cottonwood Park	2.80
	Highland Park South	1.50
	Lac Amora School Site	3.37
	Lakeview Cemetery	2.25
	Miramonte Park	4.50
	Outlook Park	2.00
	Pinion Park	0.90
	Ridgeview Heights Tract F	2.39
	Ridgeview Heights Tract D	3.50
	Spruce Park	3.40
	Westlake Greenbelt	1.80
	Westlake Park	2.00
	Willow Park North	2.50
	Total Acres	40.44
	Acres / Population	1.26 / 1,000
Neighborhood Parks	Brandywine Park - North	9.24
	Brandywine Park - South	11.60
	Columbine Meadows	6.06
	Country Estates	12.50
	Country Vistas Park	5.20
	Emerald Park	7.00
	Greenway Neighborhood	5.50
	Kohl School Park	5.00
	Lac Amora Park	8.00
	Midway Park South	12.00
	Northmoor Park	9.00
	Trails at Westlake	14.84
	Westlake School/Park	10.00
	Willow Park South	4.37
	Zang Spur Park	6.00
	Total Acres	126.31
	Acres / Population	3.95 / 1,000
Community Parks	Community Park	41.00
	Highland Park South	24.00
	Midway Park North	18.00
	Total Acres	83.00
	Acres / Population	2.59 / 1,000

Source: City of Broomfield
Parks and Recreation
Department

Infrastructure

Water/Wastewater

A new water treatment plant is currently being designed at the northwest corner of 144th Ave. and Lowell Blvd. As a result, the Carbon Road water tanks will require the installation of a water main with direct connections to the new plant. The old water treatment plant, near the Great Western Reservoir, is proposed as a future source of irrigation water for the Interlocken Business Park and the City of Broomfield Parks and Recreation facilities. This plan will divert secondary effluent (reuse) wastewater as an irrigation water source to the old water treatment plant.

The City of Broomfield currently obtains water from the Great Western Reservoir. Additional water is purchased from the Denver Water Department as needed for the storage capacity of 3 million gallons at the Carbon Road tanks. This intergovernmental agreement allows for the purchase of up to 13 million gallons per day. After the new water treatment plant is on-line, the Great Western Reservoir drinking water source is scheduled to be abandoned and replaced using water from the Windy Gap project. A 33 mile long pipeline will transmit the Windy Gap water from Carter Lake to Broomfield. The current water treatment plant capacity is 8 million gallons per day with average production of 2.9 million gallons per day in 1994.

The wastewater treatment plant is located in the southeast portion of the city. Maximum operation capacities are identified at 5.4 million gallons per day. Current operations are maintained at approximately 59% of capacity, or 3.2 million gallons per day. The City of Broomfield maintains a network of wastewater lines, including eight force main systems, as indicated on the Infrastructure Facilities map. Service by both water and wastewater infrastructure systems is not presently available in the northeast portion of the city. The new water treatment plant, however, is being constructed in a more central location with the ability to more efficiently expand services to this undeveloped portion of the city. Also, past studies have identified the City of Northglenn as the most cost effective provider for future wastewater service in the annexed northeast area. This alternative is proposed with the use of an existing inter-governmental agreement between the City of Broomfield and the City of Northglenn.

Stormwater Infrastructure

The City of Broomfield uses three documents in the review of developments with stormwater discharge impacts. "The Outfall System Plan - Broomfield and Vicinity" was completed for the Urban Drainage and Flood Control District, the City of

Westminster, and the City of Broomfield, in December of 1985. This document presents a description of seven drainage basins located in the southern portion of the city, but does not include drainage information for the undeveloped northeastern section. The purpose of the outfall systems plan is to provide recommended drainage improvements for specific areas of the city, giving primary consideration to existing drainage basins and outfall connections. The plan also reflects changes to the 100 year floodplain after recommended improvements are installed. Due to the age of this plan, and the subsequent construction of recent developments, an update should be considered. In addition, drainage improvement information should also be designed for development alternatives in the northeast section of the city.

Floodplain maps prepared by the Federal Emergency Management Agency (FEMA) have been updated more recently. The two panels which incorporate the City of Broomfield include 085073 0215 (8/16/88) and 085073 0220 d (9/28/90). The City should consider additional updates of these maps by FEMA as future development alters floodplain delineation.

"Section 400, Standards and Specifications of the City of Broomfield Development Code" provides policy and regulatory information for the design, construction and dedication of projects affecting the local stormwater system. The City requires that any new developments release only historic stormwater runoff levels. Any increase of this predetermined amount must be retained on the development site with the use of detention facilities. Currently there are approximately 23 stormwater detention ponds that are typically part of parks, open space and existing natural drainage areas. Exceptions to the on-site retention requirement are only granted with approval from the Urban Drainage and Flood Control District. Residential developments usually dedicate stormwater infrastructure systems to the City. Commercial developments, however, maintain their own on-site stormwater retention facilities.

Transportation and Street Improvements

The City of Broomfield has developed transportation elements within each community plan beginning with the 1964 Broomfield City Plan. The existing Broomfield transportation system needs improvement in three categories:

- 1) **Lack of Adequate East - West Connections:** U.S. Highway 36 separates the Interlocken Business Park and the Jefferson Airport from the central core of the city. Currently there is only one access connecting these two portions of the city. This has led to over-capacity traffic volumes near the key intersections of U.S. Highway 36, Highway 287, 120th Avenue and the railroad. A U.S. Highway 36 interchange at 96th Street is under construction and should provide more efficient access to the Interlocken Business Park and to a limited degree, provide

relief at the existing Broomfield Interchange. In addition, a lack of continuity of the street system exists due to insufficient east - west corridors. There are few continuous streets designed to connect the major residential portions of the city with commercial districts and regional highways. Additional east-west collector and arterial roadways are necessary to link the community together and reduce existing circulation problems.

- 2) **Upgrades Needed for North - South Roadways:** Continuity does exist in the north-south street system of Broomfield. The existing street sizes, however, will probably not be sufficient as additional traffic is generated by growth. One concern is that existing residential uses front many of these streets with driveways. In addition, present two lane streets may need to be widened.
- 3) **Proposed Northwest Parkway:** The northwest segment of the Denver metropolitan beltway system has been proposed in past studies, sponsored by DRCOG, to be located in the northern portion of Broomfield, connecting with the E-470 section of the beltway corridor near 160th Avenue. This limited access roadway, would provide an efficient connection between the Boulder Turnpike and I-25, as well as a better linkage to the Denver International Airport.

Opportunities and Constraints

Market Opportunities

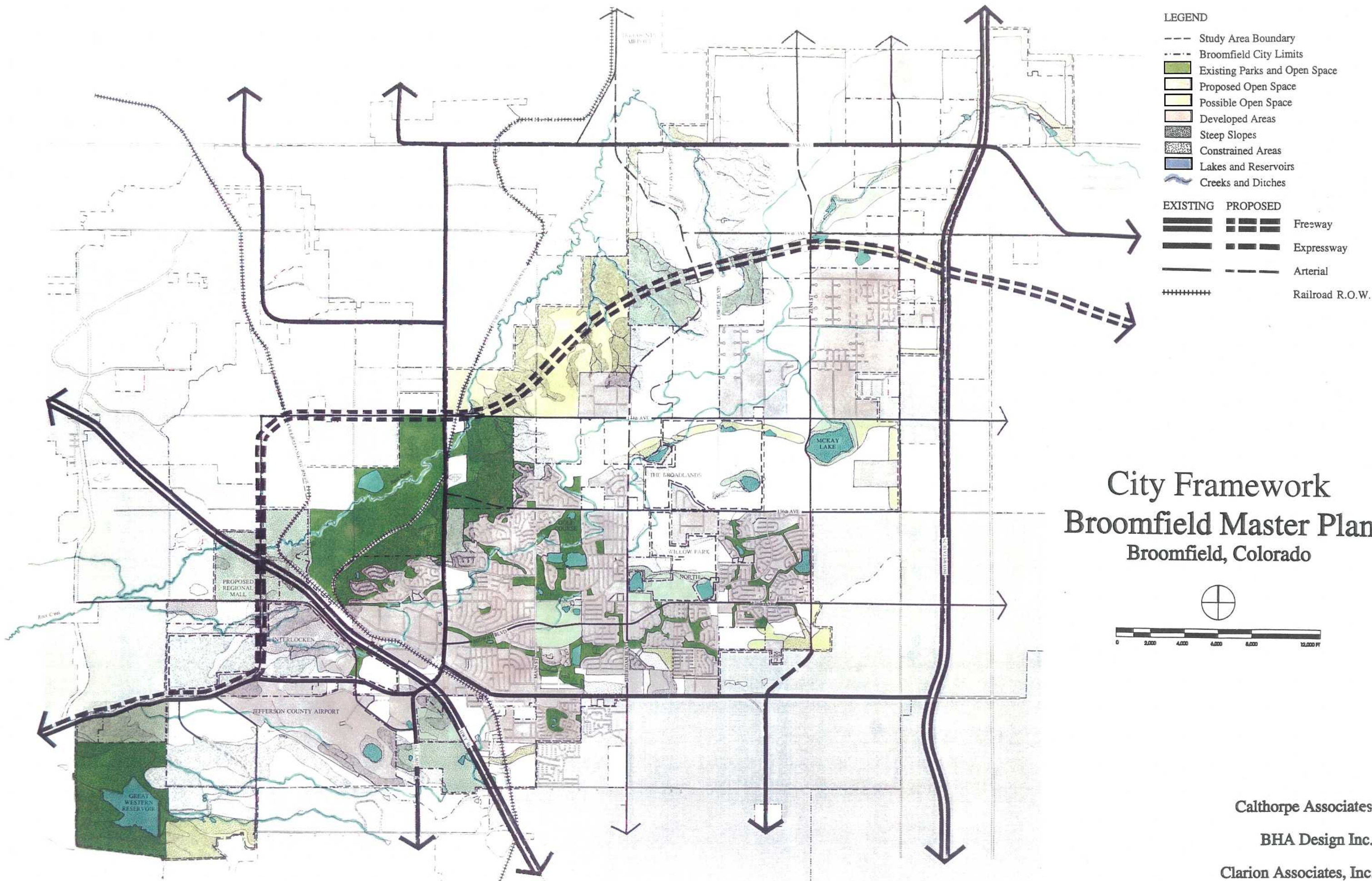
Several opportunities are presented by market trends in Broomfield:

- **Commercial/Industrial:** Broomfield has four active office/industrial parks, all of which enjoy low vacancy rates. The Interlocken Business Park, one of the most prestigious in the Denver area, is currently being expanded. However, there is a shortage of undeveloped industrial property with municipal services that may stifle further manufacturing/wholesale development in the city. There is a demand for new areas targeting second-tier office/industrial development that would not otherwise be appropriate in the Interlocken area.
- **Retail Development:** Despite recent retail development activity such as the Target Superstore in the Broomfield shopping center and several new shopping centers in Westminster, local real estate professionals believe that the city's existing retail inventory is inadequate to serve the existing local market and the rapidly growing population in the Denver/Boulder Corridor. This opinion is supported by the relatively low dollar amount of sales tax revenue per resident being captured by the city compared to its neighbors.

This imbalance indicates significant potential for retail development, including a new regional shopping mall at the proposed 96th Street interchange on the Boulder Turnpike. While competition will be substantial, Broomfield occupies a strategic location closer to Boulder than many existing centers. Other niches for retail development include more local-oriented specialty retail, comparison goods shopping such as home furnishings and housewares, a movie-theater complex, restaurants, and complementary business services for Broomfield's business parks including childcare, athletic clubs, dry cleaners, printing services, and the like.

- **Residential Development:** As mentioned above, a number of factors have combined to create a strong market for residential growth in Broomfield. While the rate of growth may vary depending on both regional and national economic trends, the overall expectation that Broomfield will continue to capture a significant portion of the north metro Denver residential market is solid. And, while the vast majority of this demand will continue to be targeted to single-family homes, an expanding market will emerge for smaller starter homes, senior housing, and some rental housing for those who wish to remain in town as they age and for those who currently work in Broomfield.

Overall, economic and demographic trends present the City of Broomfield with some great opportunities and challenges. Continued demand for residential housing will give the city a good deal of leverage to shape development in a positive way that will ensure that the community's distinctive features are preserved and enhanced. At the same time, the City will need to either aggressively pursue economic development opportunities that provide jobs and tax revenues to help offset the costs of services which new residents will likely demand, or implement alternative cost recovery systems to make new growth pay a greater share of its costs. This non-residential development will present challenges in terms of siting and design, but also opportunities to maintain Broomfield as a vibrant, livable, economically viable community.



Calthorpe Associates
BHA Design Inc.
Clarion Associates, Inc.

Land Use Planning Implications

Several key implications for land use planning emerge from an analysis of physical and policy factors in Broomfield and its surroundings:

- Other than limited areas of floodplain and areas of greater than 15% slope, most of the planning area is relatively free from physical development constraints.
- A significant portion of land within the current City limits has not yet been developed. Of the total of 15,180 acres located within the City in 1995, more than +/-9,900 acres (65%) is either in agricultural use (about 5,100 acres) or undeveloped and not in agricultural use (+/-4,800 acres). The implication of this finding is that the future form and pattern of a considerable portion of the City, has not yet been shaped. This presents a significant opportunity to direct the future growth of the City through the Master Plan. Given the concerns for quality of life, the structure of neighborhoods and their relationship to open lands and community facilities should be an important component of growth decisions.
- In the existing developed portions of Broomfield, there appear to be several key infill/re-use opportunities sites that deserve special attention:
 - Town Center – lands between the new City Hall and 120th; from Main Street to Sheridan Blvd.;
 - Garden Center – the former office and government center that is now a re-use opportunity;
 - Old Broomfield – a historic area surrounded by undeveloped lands located adjacent to the Boulder Turnpike.
- The future form of Broomfield will be influenced and impacted by decisions and actions made by adjacent municipalities. Coordination with adjoining communities will be an important on-going step to insure that planning decisions are made in the best interests of the affected communities.
- Future roadway development will create major opportunities for new areas of economic development. Specific opportunity areas include the U.S. 36/96th Street interchange, the I-25/Highway 7 interchange, and the Northwest Parkway/E470 / I-25 intersection.
- Significant portions of the City's undeveloped areas, particularly north of 136th Avenue, have designated land uses as part of approved PUD plans. Opportunities to re-evaluate these land uses as a result of changing market conditions or policy objectives should be encouraged.

Open Lands

Since the 1988 Master Plan was completed, the issue of open lands has emerged as a major community concern. Where the 1988 plan had only about 19% of land in park/recreation and open space, the 1995 plan as amended includes approximately 44% in open space and park/recreation areas for the future developed portion of Broomfield. More than ever, the community has asked that open lands be preserved not only on the edge of the city as a buffer to adjacent communities, but also in large parcels of land within the city and in an interconnected greenway system that follows riparian corridors and natural features.

In 1993 a citizens group called the Open Space Advisory Committee was appointed by City Council to make recommendations regarding open space. In 1994 the group made a formal recommendation to City Council regarding open space issues and included a list of the top ten open space sites compiled from community input and a site inventory. Following these efforts, in November of 1994, a one-quarter cent sales tax was passed by the voters instituting the City's first dedicated revenue source for open space acquisition. Of the one-quarter cent, 80% is earmarked for open space acquisition and 20% for park/recreation acquisition and development.

1995 Master Plan



The Master Plan provides an opportunity to create a Town Center for Broomfield. This pedestrian-oriented place would include a mix of shopping, entertainment uses, offices, and housing, as well as beautiful public outdoor spaces.

Plan Overview

The Plan for Broomfield has evolved out of extensive community discussion and debate. Broomfield residents have tackled the difficult questions of how to grow, where to grow, and how growth can either benefit or detract from the community's quality of life. Addressing these questions has required balancing complex, and often conflicting, issues. What has emerged, though, is a set of priorities – priorities about the physical configuration of growth, the design of neighborhoods, the stability of the city's job base and shopping opportunities, and, most important, the need for a city-wide open space system. These priorities are as follows:

Protecting and Enhancing Existing Neighborhoods

Much of the southern part of the city has already been developed and represents what is thought of as the City of Broomfield. While some changes may take place in these areas, such as street improvements and intensification or re-use of a few select places, the majority of existing Broomfield will remain as it is today. In addition, every effort should be made to protect the character of existing established neighborhoods, through

the design and configuration of new streets and the placement of adjacent land uses. In specific areas the City will take steps to improve the facilities at existing neighborhood parks and make enhancements to local streets.

Interconnected Open Space System and The "Green Edge"

A comprehensive network of greenways, linking important natural features, neighborhoods, schools, parks, and community facilities will weave its way throughout the city and provide every resident with a connection to open lands. These greenways will include trails for walking and bicycling. They will protect sensitive environmental habitats, steep slopes, and water bodies. The "Broomfield Trail," one of the many greenways, creates a continuous linkage through the community, ultimately linking to regional trails. Complementing the internal open space network is the "Green Edge" – a greenbelt around the city to the best extent possible. It is comprised of environmentally constrained lands, steep slopes, creek corridors, and purchased open lands, and will create a permanent buffer to growth in adjacent communities. In some areas, cooperation with adjacent communities will be necessary to complete the Green Edge.

Public Facilities as Community Meeting Grounds

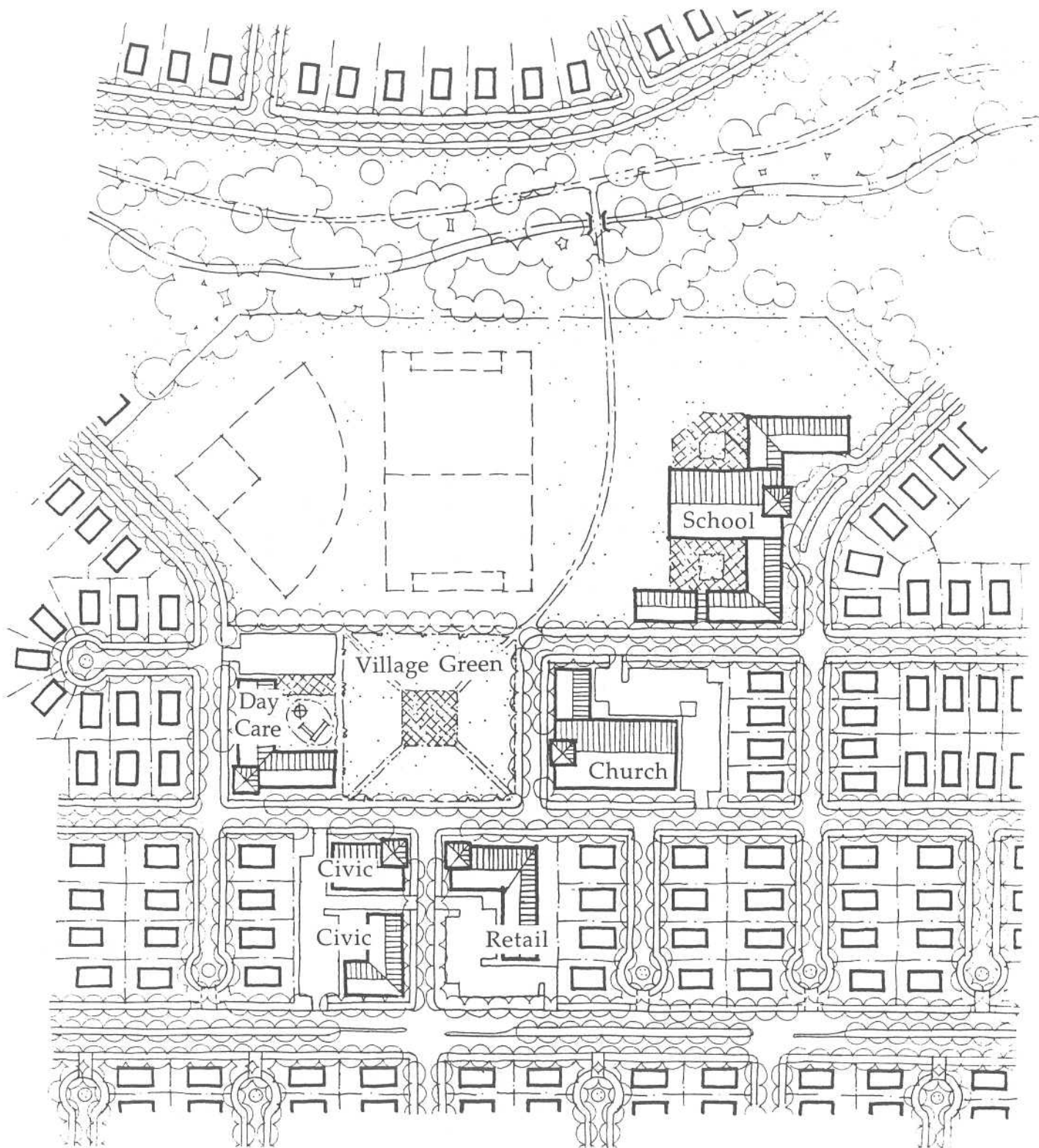
Community facilities are provided at two scales: neighborhood and city. At the neighborhood scale, parks, schools, recreation centers, and day care can be clustered in a central location to create a focus to local public life. At the city scale, major community facilities, such as a sports/recreation center, cultural center, amphitheater, and community college, would be located within the northwestern greenbelt along Sheridan Parkway (between the central and northern growth areas) and serve as a community meeting ground.

Broomfield as a City of Neighborhoods

Livable neighborhoods are a critical factor in the quality of life in Broomfield. New residential growth should be configured as neighborhoods, not enclaves. Defining and shaping growth into identifiable neighborhoods is a central theme of the Master Plan. The neighborhood building block should include a mix of housing types and prices, a system of interconnected local streets, and a neighborhood center that creates a central focal point for community activities. The following Principles for Neighborhood Design have shaped the goals and policies of the plan:

- **Neighborhood Centers:** All residential neighborhoods should have centers that are accessible via walkable streets or greenways. Centers should contain some retail, a small park, and public facilities, including day care, a recreation center, or an elementary school. They should create identity for individual neighborhoods and be a place residents can meet.

- **Housing Variety:** Today, Broomfield has a variety of different housing types and lot sizes, but the typical pattern is to group all of one type of house into one neighborhood. A healthier pattern is to provide a mix of housing types within neighborhoods. Single-family homes on small lots are especially appropriate close to retail and public facilities. Estate homes may be appropriate along boulevards. Apartments may be appropriate where future transit service may occur or in small increments near neighborhood centers.
- **House Design and Orientation:** New residential designs should front onto streets and minimize the visual impact of garages.
- **Interconnected Street Network:** Streets should provide direct connections to local destinations, such as neighborhood centers and adjacent neighborhoods, without requiring every trip to go onto the arterial network. In addition, travel within neighborhoods should be distributed among several "connector streets" that lead to local parks, schools, and commercial centers. High volume collector streets that divide neighborhoods and discourage walking should not be permitted.



Neighborhood Center Diagram

- **Livable Neighborhood Streets:** Neighborhood streets should be safe for children, comfortable for bicycling, and pleasant to walk along. Narrow, tree-lined streets should be lined with building entries and living spaces so that residents can know their neighbors and keep streets safe. Traffic calming is an essential ingredient for creating a permeable street network. In order for an interconnected street network to provide desirable residential environments, streets widths, and corner curb radii should be as small as possible, while providing for legitimate safety and emergency vehicle considerations. Curb and gutter design, street lighting, park strips, and street trees are important aspects of townscape and should reflect the unique character of individual Broomfield neighborhoods.
- **Neighborhood Parks and Greenway Connections:** A park should be within a few blocks of almost every home. Greenways with trails should line riparian corridors, parks, greenbelts, and parkways and connect to destinations such as schools, parks, and neighborhood centers.
- **Neighborhood Edges:** Arterials, changes in street fabric, greenways, and natural features (such as steep slopes and creeks) can and should define the edge of a neighborhood. Landscaped setbacks and trails should be used to create an attractive environment at a neighborhood's edge.

Creating a Town Center

The Master Plan provides a unique opportunity to create a Town Center that builds on the positive image of the new Civic Center and enhance the area on either side of 120th. A mixed-use Town Center would include shopping, entertainment uses, offices, and housing centered around a Transit Center. The design and orientation of new buildings should be pedestrian-oriented and special streetscape improvements should be considered to make rich and enjoyable public spaces. At the same time a town center could be an important component of community life in Broomfield. Achieving this dream will take careful planning. One key to the success of a town center is to limit the amount of potential retail space outside of the town center. The Master Plan carefully considers where retail should be located. In addition to the Town Center, a site for a regional mall is shown adjacent to the new 96th Street interchange.

Building a Strong Employment Base

Most of the city's existing jobs base is located along the Boulder Turnpike. Interlocken, the city's premier business park, is partially developed and will continue to infill with a mix of offices, manufacturing, a conference center, hotel, recreation, and a limited residential component. Additional lands surrounding Interlocken, the Jefferson County Airport, and south of Old Broomfield, are designated by the Master Plan for

additional employment-generating uses. A second employment district, located around the I-25/Highway 7 interchange, has also been identified by the Master Plan. These employment zones will be opportunity sites for research and development, manufacturing, and warehousing uses. A portion of this area, north of the Northwest Parkway, has also been designed as a Mixed-Use/Commercial District that has the potential to become a major center for employment, commercial, and some residential uses to serve the needs of the greater north Denver region.

Transit-Oriented Development

A regional consensus is emerging for a commuter rail connection along the railroad tracks that links Broomfield with Boulder and Denver, as well as a possible light rail or bus line in the Boulder Turnpike right-of-way. Two primary sites for transit-oriented development have been identified by the Master Plan: the area including and around Old Broomfield and a second site near the 96th Street Interchange. The Old Broomfield transit node is an opportunity for mixed-use development with sensitive infill. Site-specific studies will be necessary to determine an appropriate mix of uses and degree of intervention, but in any case, the existing park-and-ride facilities would be expanded to the east side of the highway and a small amount of retail would be permitted adjacent to the parking lots.

The Town Center would also be greatly enhanced by a transit connection. A local bus transit center is shown as a focal point of new uses in the town center area. An additional transit opportunity may exist along the I-25 corridor; a site for a new park-and-ride facility has been identified at the Highway 7/I-25 interchange.

The Sheridan Parkway Linkage

"Sheridan Parkway" will be a primary linkage between the southern and northern portions of the community. This grand, tree-lined boulevard will connect the Town Center with the Greenbelt, the major Community Facilities, and the new northern Village Center. All other major streets will also receive "parkway" landscaping, including planted medians and pleasant tree-lined sidewalks.

Each of these priorities plays a critical role in establishing a framework for growth in Broomfield that has the ability to stand the test of time.

Land Use Designation Definitions

The following definitions are intended to describe the intent of each land use designation. They must be considered in coordination with the Master Plan Goals and Policies.

Town Center

The future “downtown” of Broomfield, the Town Center area, should include a mix of retail, professional services, offices, entertainment uses, civic services, housing (including senior housing), public outdoor spaces, and a transit center. The design and orientation of new buildings should be pedestrian-oriented and special streetscape improvements should be considered to make rich and enjoyable public spaces. No more than 30% of the land area within the Town Center should be utilized for residential uses. Residential placed over retail should be considered a bonus in excess of this maximum.

Village Center

Village Centers are appropriate locations for convenience-oriented retail uses, designed to serve the needs of several neighborhoods and provide a walking destination for nearby residents. Each center should be anchored by a grocery store(s) and accompanied by additional shops, such as a drug store, hardware store, video store, bank, restaurants, and other small ancillary service shops. Civic uses and day care are also appropriate.

Neighborhood Center

Neighborhood Centers should create a walking destination for residents, cultural or social focal points for neighborhoods, and provide some basic services such as: neighborhood-focused retail (e.g. markets, video stores, bakeries, etc.), day care, elderly care, places of worship, mail/office service stores, restaurants and cafes, personal services (e.g. beauty shops), child care and transit stops. Where appropriate, Neighborhood Centers may be complemented with adjacent schools to provide civic programs including cultural events, adult education, and branch libraries. A small neighborhood green should be associated with every Neighborhood Center and should allow opportunities for small gatherings by providing multi-use lawn areas, which could include a small amphitheater and/or plazas.

Transit-Oriented Development

These sites are appropriate locations for a mix of uses that cater to the needs of transit commuters, including moderate and high density residential, employment-generating uses, and convenience and specialty commercial. The design and orientation of new buildings should be pedestrian-oriented and special streetscape improvements should be considered to make rich and enjoyable public spaces.

Mixed-Use/Commercial District

A major center for employment, commercial, and some residential uses to serve the needs of the greater north Denver region. The configuration of uses within this district shall encourage transit ridership, promote walking and biking for mid-day trips, link with the city-wide greenway system, and allow those who wish to live and work in the same neighborhood to do so. No more than 30% of the land area within the Mixed-Use/Commercial District should be utilized for residential uses. Residential placed over retail should be considered a bonus in excess of this maximum.

Employment District

Office, research and development, light industrial, warehousing, and some limited commercial uses should be targeted to areas designated "Employment."

Regional Commercial

A wide variety of uses are permitted within areas designated for Regional Commercial, including a regional shopping center, discount/big box retailers, travel commercial uses (such as gas stations and motels), and auto-related uses.

Village Residential

A mix of housing types will be encouraged in Village Residential areas to achieve an overall Average Density Target of 6 dwelling units/gross acre. The precise boundaries of Village Residential areas will be determined at the time of subdivision map submittals, but should generally include the area within a 1/4 mile of a Neighborhood Center as shown on the Land Use Map.

Neighborhood Residential

A mix of housing types will be encouraged in Neighborhood Residential areas to achieve an overall Average Density Target of 4 dwelling units/gross acre.

Rural Residential

Rural Residential areas should include a mix of 2 to 10 acre lots with buildings sites clustered to maximize open space.

Schools

Sites on the map represent approximate preferred locations for new elementary, middle, and high schools.

Community Centers

Each Community Center should include a variety of recreational and meeting room facilities, both indoor and outdoor. Community Centers should include a variety of additional recreation and cultural facilities to serve residents of the entire city such as an amphitheater, performing arts complex, museum, classrooms, special sports facilities, etc.

Open Lands

Open Lands are those public and private lands acquired, or preserved, in the public interest to: provide for the conservation and protection of natural resources, physical and aesthetic enjoyment of the out-of-doors, recreational opportunities, shape the pattern of growth and development, preserve agricultural resources, and protect prominent geographical, geological features and cultural resources.

The 1995 Broomfield Master Plan includes two categories of Open Lands. These categories are Park/Recreation Areas and Open Space Areas. The following Open Lands Table illustrates the various types of uses that may be appropriate in each of these categories. Other uses that are not listed may also be appropriate and should be reviewed on a case by case basis.

Park/Recreation Areas

Park/Recreation Areas are the most intensively used and developed type of Open Lands. They are often characterized by active recreation and cultural uses, functionally partitioned property, recreational play structures, and irrigated turf and landscaping. They may also include hard surface areas and buildings for indoor recreational or cultural activities. Intensively landscaped areas which are adjacent to major roadways and drainageways, and are incorporated into neighborhood and community buffers, as well as restricted-use public or private open land areas (e.g., golf courses or cemeteries)

are included in this category. Greenway and community buffers with active recreation areas typically fall within this category.

Open Space Areas

Open Space Areas are defined as parcels of land intentionally left free and protected from development, and set aside for unstructured recreational activities and the appreciation and enjoyment of natural surroundings. Open Space Areas typically include one or more of the following features: water resources such as waterways, waterbodies, wetlands or floodplains, scenic areas and vistas, wildlife habitats and corridors, unique or fragile ecosystems, native flora or fauna, productive agricultural lands or historic locations, and scientifically significant areas or geologic formations. Open Space Areas are typically non-irrigated land with minimal improvements and, comparatively, require less maintenance. Irrigation may be provided in some Open Space Areas in order to sustain landscape improvements. Improvements to Open Space Areas may include soft surface trails, native plants or landscaping, benches, picnic areas, fishing docks, and parking areas at trail heads. Greenway and community buffers and trail connections which meet the intent of the open space areas description fall within this category.

GUIDELINES FOR OPEN LANDS IN BROOMFIELD

USE	PARK & REC AREAS	OPEN SPACE AREAS
AGRICULTURE		X
AMPHITHEATER	X	O
ARBORETUM	X	X
BALL FIELDS	X	
BASKETBALL(OUTDOOR)	X	
BIKEWAY (PAVED)	X	O
BMX TRACK	X	
CEMETERY	O	O
COMMUNITY GARDENS	X	O
COMMUNITY SHAPING	X	X
EXERCISE STATIONS	X	X
DEMONSTRATION FARM	O	O
FISHING	X	X
FLOODPLAINS	X	X
GEOLOGIC FORMATIONS		X
GOLF COURSE	O	
GREENBELT	X	O
HISTORIC SITES	X	X
HORSEBACK RIDING		O
HORSE SHOE PIT	X	
ICE SKATING	X	O
IN-LINE HOCKEY RINK	X	
IRRIGATION DITCHES	O	X
LAKE	X	X
LANDSCAPE AREAS	X	O
MOTORIZED VEHICLE USE	O	
MULTI-PURPOSE PLAY FIELDS	X	
NATURE CENTER	X	O
NEIGHBORHOOD SHAPING	X	X
PARKING AREAS (HARD SURFACE)	X	O
PARKING AREAS (SOFT SURFACE)	O	O
PICNIC AREA	X	O
PLAYGROUNDS	X	
PLAZAS	X	
POND	X	X
RECREATION CENTER	X	
RIDGELINE PRESERVATION		X
RIPARIAN CORRIDORS/DRAINAGES	O	X
SCENIC AREAS/VISTAS	X	X
SHUFFLEBOARD COURT	X	
SKATEBOARD PARK	X	
SLEDDING AREAS	X	P
SOCCER FIELD	X	
STEEP SLOPE AREAS (>30%)		X
STREETS	X	O
SWIMMING POOL	X	
TENNIS COURT	X	
TRAIL (SOFT SURFACE)	O	X
TRAIL (HARD SURFACE)	X	O
UNSTRUCTURED PLAY AREA	X	O
VIEWING AREA/TELESCOPES	X	X
VILLAGE GREENS	X	
VOLLEYBALL COURT	X	
WETLANDS	O	X
WILDLIFE HABITAT & CORRIDORS	O	X

X - APPROPRIATE

O - IN CERTAIN INSTANCES

P - APPROPRIATE EXCEPT AS POSTED

Goals and Policies

The following Goals and Policies are intended to communicate the objectives of the community related to growth and development in Broomfield, as well as describe the underlying assumptions inherent in the Land Use Map.

City Structure

Today, Broomfield is growing and many residents are experiencing changes in the quality of life within their community. With over two-thirds of the Broomfield Planning Area undeveloped, these changes are likely to continue for some time. The challenge of the Master Plan is to direct that change into shaping a future Broomfield that is not only beautiful and livable, but also retains the community's social and cultural fabric.

Goal 1 *Maintain Broomfield's quality of life and sense of community identity by establishing a framework for city growth, conservation and revitalization based on a generous and interconnected open lands system, vital and attractive commercial and employment areas, and livable neighborhoods.*

Policy 1.1 Plan for a future population holding capacity within the city's Planning Area of approximately 61,500, complemented by a strong jobs base of approximately 61,000 and an open lands protection program that meets the plan's objectives.¹

Policy 1.2 Use the Land Use Map to direct future zoning and land use decisions. This map illustrates the approximate locations of:

- an interconnected system of Greenways and Trails;
- sites within the Planning Area that make up the "Green Edge" buffer;
- locations for community facilities and schools;
- sites for commercial uses, including a new Broomfield Town Center, as well as additional Village Centers, Neighborhood Centers, Regional Commercial, and Transit-Oriented Development sites;

¹ Actual growth in jobs and housing within the City of Broomfield may be less because much of the Planning Area is not annexed.

- Residential Neighborhoods that include a variety of housing types, but maintain the predominately single-family character of Broomfield;
- Mixed-Use/Commercial and Employment areas that will be the city's primary job centers; and
- a city-wide circulation system designed to tie the various neighborhoods together, encourage walking and bicycling, and minimize congestion.

Policy 1.3 The City shall use the Master Plan Design Guidelines and Standards as a basis for reviewing development applications, updating City codes and regulations, and in general, implementing the goals and policies of the Master Plan.

Policy 1.4 The rate of growth in the community affects the City's abilities to provide a transportation system, water and sewer services, police protection, library services and park and recreation offerings. Additionally, services provided by private utility companies, the fire protection district and school districts are affected by the rate of growth. If growth occurs at too fast a rate, the City and other providers have a difficult time in meeting the service demand. Likewise, if growth does not occur at a sufficient rate, indebtedness and other obligations may be difficult to meet. For these reasons, a balanced rate of growth is desirable for the City and other service providers.

Traditionally, the population characteristics of Colorado have varied in a cyclical fashion. There have been periods of rapid growth, followed by periods of extremely slow growth. These cycles, which recently appear to have decreased in their extremes, have a profound impact on community growth. During periods of rapid growth communities have capped residential building permits, at other times in periods of slow growth, they have offered economic incentives to encourage weak residential markets.

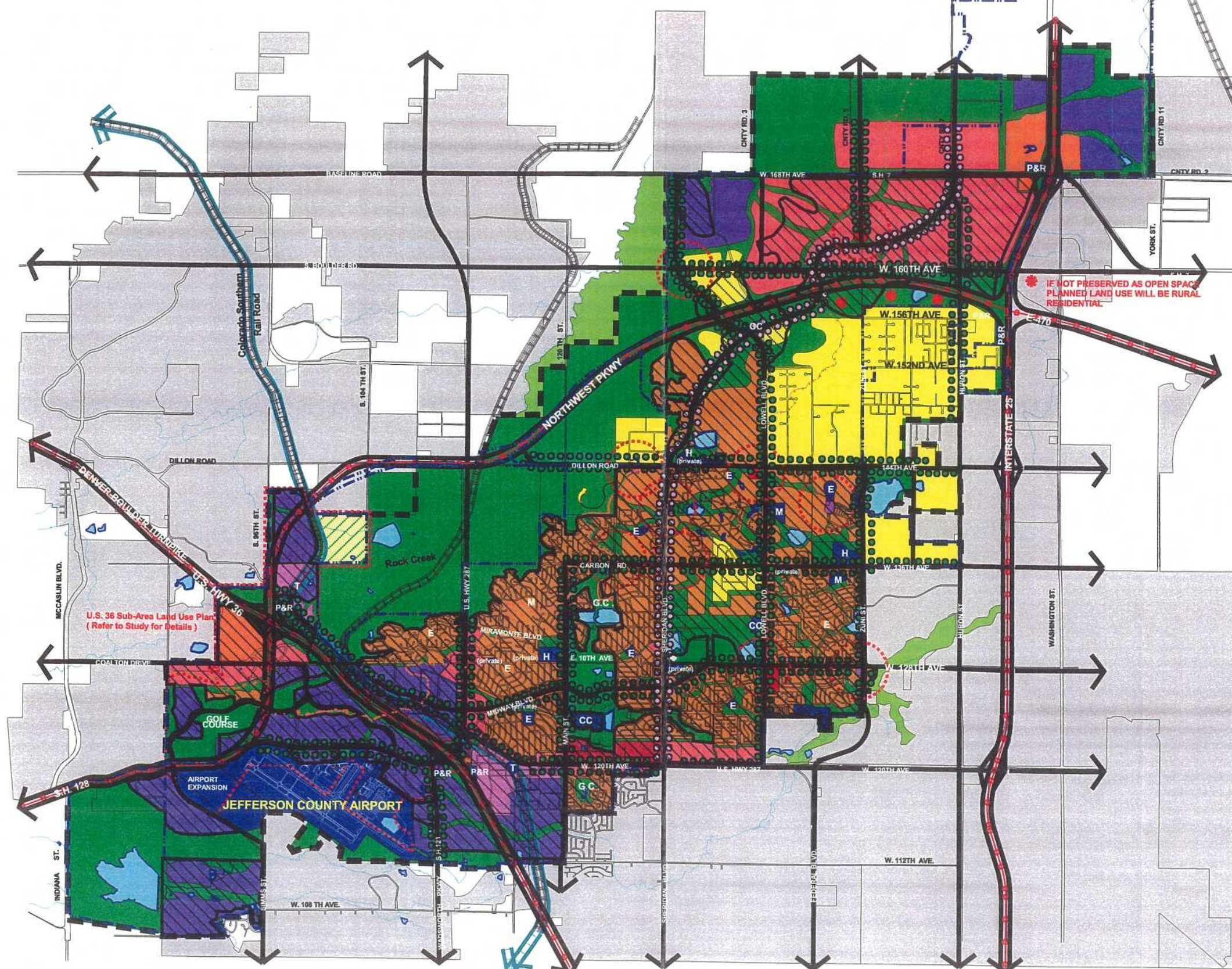
The definition of a balanced rate of growth is based on the community's ability to provide the previously discussed services. When the rate of population increase arrives at a point that Broomfield and other service providers find it difficult to maintain the level of service currently enjoyed by city residents, growth management techniques may be appropriate. This applies during periods of rapid and slow growth.

The adoption of a maximum limit on annual residential building permits in the City is one method for the City to impact the rate of growth in order to achieve for the City, a serviceable rate of growth. Limiting the rate will allow development in a fashion which permits the City to provide the level of service currently enjoyed by City residents.

Given the cyclical nature of Colorado's population, it is essential that any growth management technique be reviewed on an annual basis and be adjusted or be allowed to lapse as appropriate.

- Policy 1.5 The City of Broomfield shall work with adjacent cities, counties, and other appropriate governmental agencies to address issues of mutual concern, such as implementation of the "Green Edge" concept, adequate and timely provision of public schools, land use decisions on adjacent properties, and appropriate roadway improvements and freeway interchange locations.
- Policy 1.6 The City shall encourage the conservation, and, when appropriate, the redevelopment of existing areas. This may include the use of local, state or federal programs or laws intended to aid municipalities and others in community conservation or redevelopment.
- Policy 1.7 When and if appropriate, the City shall prepare and adopt land use, urban design or other plans for specific areas of the city. These plans shall cover defined corridors or activity center, urban renewal areas or other areas of the city which, for stated reasons, are in need of analysis and specific actions to realize City objectives. The plans shall contain land use requirements, design guidelines or other regulatory requirements in conformity with state law and the Broomfield City Charter. These plans shall contain standards and/or guidelines that are in addition to, but not in conflict with, this adopted master plan.
- Policy 1.8 The City of Broomfield recognizes the DRCOG Interim Growth Boundary as indicated on the map titled, City of Broomfield/DRCOG Urban Growth Boundary Map, as a reasonable expectation of the pattern of urban development expected by the year 2020 for those areas currently within the DRCOG jurisdictional boundary. The City of Broomfield will consider the DRCOG interim growth boundary in applying the Master Plan and in other local planning and development activities and considerations related to land use planning.

BROOMFIELD/DRCOG URBAN GROWTH BOUNDARY AS AMENDED SEPTEMBER 2001



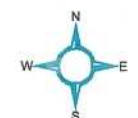
LEGEND

- OPEN LANDS
- ADJACENT OPEN SPACE
- TOWN CENTER
- VILLAGE CENTER
- NEIGHBORHOOD CENTER
- TRANSIT ORIENTED DEVELOPMENT
- REGIONAL COMMERCIAL
- MIXED USE COMMERCIAL
- EMPLOYMENT
- NEIGHBORHOOD RESIDENTIAL
- RURAL RESIDENTIAL
- PUBLIC COMMUNITY CENTER
- HIGH SCHOOL
- MIDDLE SCHOOL
- ELEMENTARY SCHOOL
- AGRICULTURE
- TRANSIT CENTER
- PARK AND RIDE
- ADJACENT CITIES
- LAKES
- CEMETERY
- FUTURE BUS LT RAIL
- BROOMFIELD TRAIL
- COMMUTER RAIL
- VILLAGE RESIDENTIAL AREA
- DITCH
- STREAMS
- PLANNING AREA
- BROOMFIELD CITY LIMITS
- ADJACENT CITY LIMITS
- SHERIDAN PARKWAY
- SECONDARY PARKWAY

1995 Broomfield Master Plan Broomfield, Colorado

November 28, 1995

DECEMBER 11, 2001



0 2000 4000 6000 8000 10000 Feet

BROOMFIELD PLANNING AREA
STATISTICAL SUMMARY OF PLAN

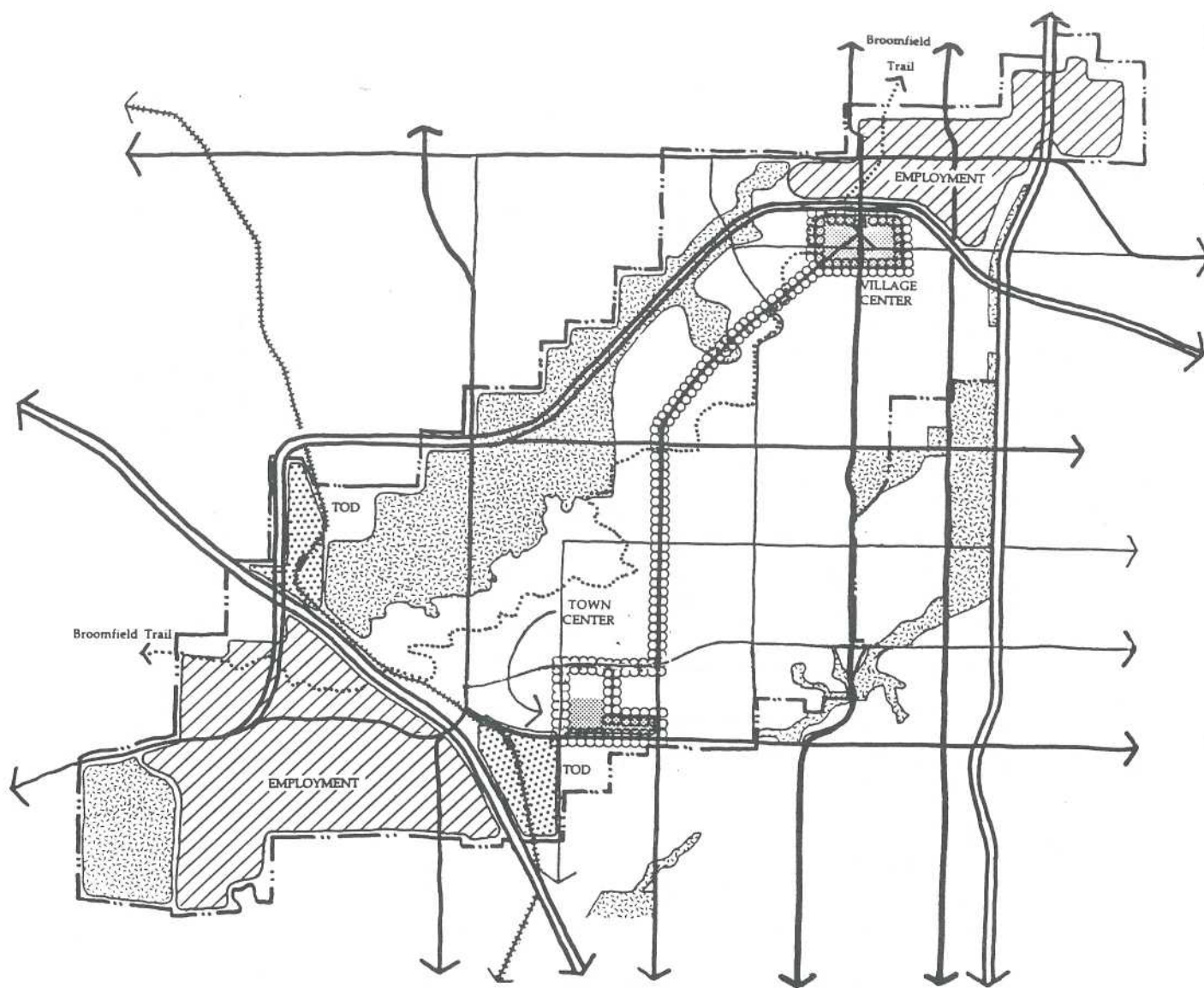
LAND USE DESIGNATION

PROJECTED MAXIMUM BUILD-OUT

COMMERCIAL & EMPLOYMENT	Site Acreage (acres)	Average Density (du/ac)	Dwelling Units	Population	Jobs/Acre	Jobs
Town Center	129	15	164	328	varies	1,168
Village Center	56				20	1,120
Neighborhood Center	35				20	700
Regional Commercial	326				15	4,890
Transit Oriented Development	290	10	290	580	varies	3,329
Mixed Use/Commercial	2,311	8	1,849	3,698	varies	25,226
Employment	2,730				9	24,570
Sub-Total	5,877		2,303	4,606		61,003
RESIDENTIAL						
Village Residential	762	6	4,572	10,973		
Neighborhood Residential	4,387	4	17,548	49,134		
Rural Residential	2,769	0.3	831	2,326		
Sub-Total	7,918		22,951	62,433		
PUBLIC						
High School	40					
High School (private)	40					
Middle School	66					
Elementary School	81					
Community Center	1,169					
Park & Ride/Transit	56					
Open Lands	11,352					
Other Public	22					
Sub-Total	12,826					
Total New and Existing	26,621	3.46 du/ac	25,254	67,039		61,003
Existing City of Broomfield 1997	13,795		12,275	34,394		12,000
Total New	12,826		12,979	32,645		49,003

Notes

- * Numbers may not add due to rounding
- * The Broomfield Planning Area is larger than the City of Broomfield. For planning purposes, it includes land that is not annexed to the City. For this reason, actual growth may be less.
- * The densities illustrated in this table are for calculation purposes only. The Average Densities are not a minimum or maximum density, by an average of densities within each designation. This reflects a desire for a mix of housing types within neighborhoods, while maintaining a predominately single-family character. The overall average density for the Planning Area is approximately 3.46 du/gross residential acre (existing overall residential density within the City is 3.95 du/acre). Additional density reductions will be made for future parks, roads and commercial areas.
- * The Rural Residential areas are to be developed as a mix of 2 to 10 acre lots with building sites to be clustered. (Build-out calculations are based on an average of 5 acre lots.)
- * Mixed use/Commercial includes retail commercial, professional office space and high density housing.



City Structure*

*This graphic was developed for the 1995 Master Plan as originally adopted. Although the November 25, 1997 amendment changed the alignment of the Northwest Parkway, the basic structure of the plan remains the same.

Open Lands and Community Facilities

A comprehensive network of greenways, linking important natural features, neighborhoods, schools, parks, and community facilities will weave its way throughout the city and provide every resident with a connection to open lands. These greenways will include trails for walking and bicycling. They will protect sensitive environmental habitats, steep slopes, and water bodies. The "Broomfield Trail," one of the many greenways, creates a continuous linkage through the community, ultimately linking to the regional trail system from northeast to southwest.

Complementing the internal open space network is the "Green Edge" – a greenbelt around the city, to the best extent possible. It is comprised of environmentally constrained lands, steep slopes, creek corridors, and purchased open space, and would create a permanent buffer to growth in adjacent communities. In some areas, cooperation with adjacent communities will be necessary to complete the Green Edge.

Goal 2 *Make Broomfield's unique natural setting and its open space system central to its identity. Establish an identifiable edge or boundary to the City by creating a permanent "Green Edge."² Create an interconnected network of greenways that link neighborhoods, schools, community facilities, shopping areas, and job sites in order to encourage walking and bicycling and to make Broomfield safe for all. Set guidelines for the reasonable protection of existing wildlife and encourage new development with wildlife preservation in mind.*

Natural Environment

- Policy 2.1** Protect Broomfield's unique natural settings by conserving valuable creek corridors, wildlife habitats, steep slopes, and other significant natural features.
- Policy 2.2** All creeks in the Broomfield Planning Area shall be maintained as open channels; relocation or channelization of existing streams will be strongly discouraged.
- Policy 2.3** Retain mature trees within the planning area to the extent feasible, with replacement provided where removal is unavoidable.

² Some opportunities for establishing a green edge may have already been lost. Nevertheless, the city should work at preserving the intended character in all parts of the city.

Policy 2.4 Design to minimize grading by avoiding steep slopes and planning with the topography.

Policy 2.5 Landscaping in open space areas should emphasize the use of drought-tolerant, non-invasive plant species. The design and maintenance of landscaping must recognize the ultimate conditions of a specific location and provide appropriate plantings which can survive and regenerate naturally.

The "Green Edge"

Policy 2.6 It is the City's intent to create a permanent greenbelt/buffer around the majority of the Planning Area boundary in order to define the edge of urban uses and distinguish the city from its neighbors. This concept shall also be known as the "Green Edge."

Policy 2.7 Consistent with the plan's land use and open lands goals, only low intensity land uses (such as agriculture, trails, and recreation uses) would be permitted within the Green Edge areas. Unless already maintained as public open space, the base land use designation within these areas should be Agriculture, with a suggested maximum density of 1 unit/35 acres.

Greenway and Trail System

Policy 2.8 Establish a network of greenways and trails through public open lands and easements for recreational enjoyment and for a route free of motorized vehicles³ to local destinations. This greenway system shall interconnect and link neighborhoods, schools, parks, community centers, shopping areas, job sites, and other destinations within the community. It shall also tie in with regional recreation trails, such as the Rock Creek Trail and the Big Dry Creek Trail.

Policy 2.9 The Greenway and trail system shall utilize riparian corridors, irrigation ditch rights-of-way, greenbelt areas, and existing trail alignments wherever possible. Where necessary to make important connections, additional street right-of-ways shall also be incorporated into the greenway system.

³ The greenway and trail system is intended to serve personal motorized devices used by those with disabilities.

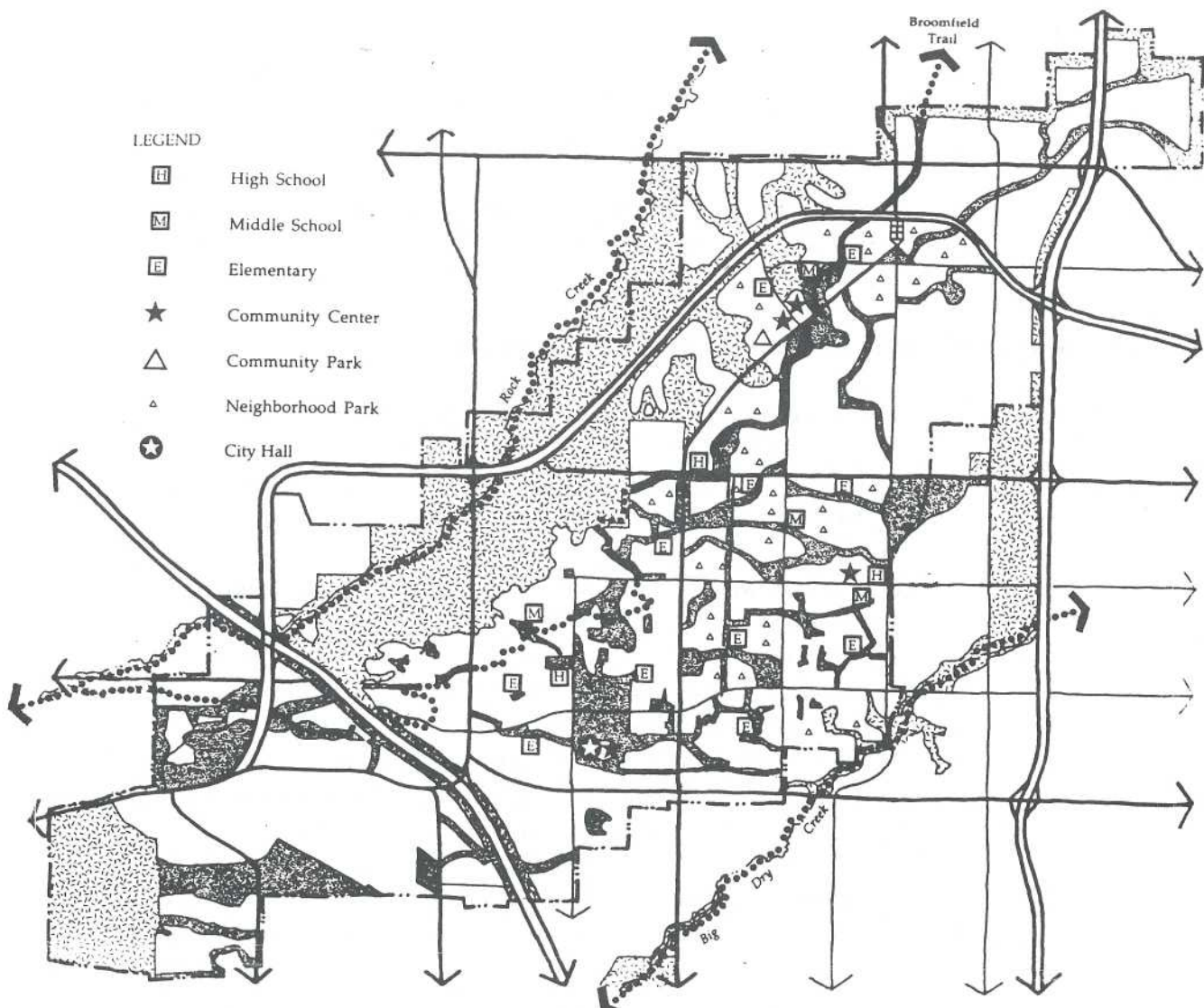
- Policy 2.10 It is highly recommended that, where the greenway system extends through residential neighborhoods, it should not be lined with solid fences. Where feasible, greenways should be faced with active uses, front doors, and local streets to maintain safety within the community.
- Policy 2.11 The City shall work to create a "Broomfield Trail." This trail should extend through the length of the Planning Area, as shown on the Master Plan Map, ultimately connecting with the Rock Creek Trail.

Community Centers, Schools, and Other Public Facilities

- Policy 2.12 Community Centers should be sited and built to serve the three primary growth areas of the city as shown on the Land Use Map:
- the existing community of Broomfield south of 136th Avenue (the existing Community Center is located within the Civic Center area);
 - central Broomfield, between 136th and 144th Avenues; and
 - north Broomfield, above 144th Avenue.

Each Community Center should include a variety of recreational and meeting room facilities, both indoor and outdoor. Community Centers should include a variety of additional recreational and cultural facilities to serve residents of the entire city, such as an amphitheater, performing arts complex, museum, classrooms, sports facilities, etc.

- Policy 2.13 Other civic buildings, such as post office annexes, satellite police and fire stations, smaller recreation/meeting room facilities, and day care, should be located in either the Town Center, Village Centers, or Neighborhood Centers in order to create walkable destinations within neighborhoods.
- Policy 2.14 Wherever possible, schools and small neighborhood parks shall be located along the Greenway system and/or within Neighborhood Centers. This will make it easier for children to use the trail system to get to school or play.



Community Facilities*

*This graphic was developed for the 1995 Master Plan as originally adopted. Although the November 25, 1997 amendment changed the alignment of the Northwest Parkway, the basic configuration of community facilities remains the same.

Community Facilities

- Policy 2.15 It is highly recommended that schools and parks share facilities wherever possible.
- Policy 2.16 The City shall work with the various School Districts and developers to coordinate the development and timing of new school facilities, in the vicinity of the sites shown on the Land Use Plan.

Parks

- Policy 2.17 Encourage a network of parks throughout Broomfield that provide a diversity of recreation opportunities for both neighborhoods and the community as a whole. Where possible, park sites should link with the city-wide trail and greenway system. Five types of parks should be planned as the community grows:
- *Village Greens and Plazas (1/4 to 1 acre):* A small village green or plaza should be associated with every new Neighborhood Center and should allow opportunities for small gatherings by providing multi-use lawn areas, informal picnic areas, a small amphitheater, and/or specially paved plazas.
 - *Neighborhood Parks (2 to 10 acres):* Small parks should be within walking distance of most residents and provide both informal recreation opportunities and neighborhood gathering places. These parks could include multi-use lawn areas, a baseball diamond or soccer field, tot lots, informal picnic areas, small court games, and community gardens.
 - *Joint School/Park Facilities (8 to 15 acres):* Economies of scale emerge when Elementary and Middle schools share land and facilities with public parks. Joint School/Park Facilities may include a variety of active recreation opportunities, such as multiple playing fields, tennis and basketball courts, running tracks, and indoor gymnasiums and classrooms.
 - *Community Parks (30 to 100 acres):* A large park is planned adjacent to each of the city's Community Centers to serve the recreation needs of several neighborhoods. Recommended features include: multiple playing fields, tennis and basketball courts, running trails, tot lots, group picnic areas, ponds and lakes, swimming centers, amphitheaters, community gardens and recreation centers.
- Policy 2.18 It is highly recommended that a *Citywide Park* (100 to 150 acres) be developed. The Community Center adjacent to the "Green Edge"

provides an opportunity to create a park that serves Broomfield, and provides a major recreation area for residents. Such a park could include a combination of natural areas, trail systems, cultural facilities, and organized recreation facilities.

Policy 2.19 All parks should:

- encourage easy access via streets and trails;
- foster safety by making it easy to view into parks from streets and surrounding homes; and
- make the construction and on-going maintenance affordable.

Tools

Policy 2.20 The City should investigate, and if appropriate, use the transfer of development rights (TDR) or other types of density transfers as a tool to obtain the proposed open space corridors and the "green edge".

Wildlife Preservation

Policy 2.21 A significant aspect of Broomfield's natural setting is the wildlife which occupies and uses existing greenways, riparian corridors, wetlands, and previously undeveloped open space. The reasonable protection and preservation of this wildlife itself should be considered in new development.

Policy 2.22 In reviewing and approving the development of previously undeveloped areas, the city must ensure that applicable provisions of all state and federal wildlife preservation laws (e.g., the Endangered Species Act or the Clean Water Act as it pertains to the protection of wetlands areas) are observed.

Policy 2.23 In general, it should be recognized that large contiguous blocks are of greater benefit to wildlife than smaller isolated parcels. One effective method to help preserve large blocks of habitat is by clustering development; this practice should be encouraged.

Policy 2.24 When possible during the development of previously undeveloped property, the humane relocation of wildlife which is displaced thereby should be encouraged.

Policy 2.25 Where possible, hike/bike trails through open space area should be routed away from high-value wildlife habitats such as riparian zones,

nesting sites, and other critical wildlife areas. Topography or vegetation may be used to help create visual barriers to minimize disturbances to wildlife.

Policy 2.26 Encourage the use of building envelopes to maintain larger areas of native plant species that offer food and cover for wildlife. Building envelopes can establish areas that allow wildlife movement.

Policy 2.27 Encourage the use of and enforcement of municipal code and/or residential covenants to control domestic animals in or near wildlife habitat.

Commercial, Employment, and Transit-Oriented Development

The mixed use commercial areas are located on the north and south edges of the community and serve a sub-regional function. The Town, Village and Neighborhood Centers are organized in a hierarchical arrangement. There is one Town Center which is a focal point for the entire city; three Village Centers, each of which roughly serves one-third of the city and nine Neighborhood Centers which serve specific neighborhoods. The degree of commercial development which occurs in each type of center is generally proportional to the area it serves; the larger the area, the greater the commercial development.

The Plan provides a unique opportunity to create a Town Center that builds on the positive image of the new Civic Center and enhances the area on either side of 120th. A mixed-use Town Center would include shopping, entertainment uses, offices, and housing centered around a Transit Center. The design and orientation of new buildings should be pedestrian-oriented and special streetscape improvements should be considered to make rich and enjoyable public spaces.

At the same time a town center could be an important component of community life in Broomfield. Achieving this dream will take careful planning. One key to the success of a town center is to limit the amount of potential retail space outside of the town center. The Master Plan carefully considers where retail should be located. In addition to the Town Center, a site for a regional mall is shown adjacent to the new 96th Street interchange.

A regional consensus is emerging for a commuter rail connection along the railroad tracks that links Broomfield with Boulder and Denver, as well as a possible light rail or enhanced bus service on the Boulder Turnpike. Two primary sites for transit-oriented development have been identified: the area including and around Old Broomfield and a second site near the 96th Street Interchange. The Old Broomfield transit node is an opportunity for mixed-use development with sensitive infill. Site-specific studies will be necessary to determine an appropriate mix of uses and degree of intervention, but in any case, the existing park-and-ride facilities would be expanded to the east side of the highway and a small amount of retail could be permitted.

A healthy jobs-housing balance requires building a strong employment base. Sites for new industrial and office growth are west of the Boulder Turnpike and around the I-25/Highway 7 interchange. These employment zones will be opportunity sites for research and development, manufacturing, warehousing uses, and some limited retail uses.

Goal 3 *Create a Town Center for Broomfield that can serve as the cultural and entertainment hub of the city.*

Policy 3.1 Actively work to infill properties within the Town Center to create a lively, pedestrian-oriented place with a mix of retail, professional services, offices, entertainment uses, civic services, housing (including senior housing), and public outdoor spaces. A local transit center could be a hub for activity, bringing residents from surrounding neighborhoods. The design and orientation of new buildings should be pedestrian-oriented and special streetscape improvements should be considered to make rich and enjoyable public spaces. A coordinated thematic strategy for the provision of amenities, such as plazas, benches, monuments, landscaping, and public art should be developed. No more than 30% of the land area within the Town Center should be utilized for residential uses. Residential placed over retail should be considered a bonus in excess of this maximum. A landscaped greenbelt buffer including trees, shall be provided adjacent to single family residential uses. Further, Town Center development shall be designed so that it respects adjacent land uses.

Policy 3.2 The City should consider undertaking a special study of the Midway/Garden Center area to identify opportunities for infill, re-use of existing buildings, and overall revitalization; to plan for a mix of residential, commercial, and public uses within a pedestrian and transit-friendly context; and to adopt strategies for implementation.

Policy 3.3 Apply the Master Plan Design Guidelines and Standards to encourage development patterns within the Town Center that are pedestrian-oriented and compatible with surrounding residences.

Goal 4 *Enhance and expand regional shopping opportunities in Broomfield.*

Policy 4.1 Encourage additional regional commercial uses to located in the City of Broomfield on sites designated on the Land Use Map as a strategy to broaden the range of shopping opportunities for residents and to enhance the city's tax base. Apply the Master Plan Design Guidelines and Standards to areas designated Regional Commercial.

Policy 4.2 The City shall actively solicit a high-quality regional shopping center to the southwestern quadrant of the 96th Street interchange. To distinguish

this center from others in the region, the design and orientation of new buildings should be pedestrian-oriented, aesthetically pleasing and special streetscape improvements should be considered to make rich and enjoyable public spaces. Treatment along US 36 shall be complementary to the Interlocken edge.

Goal 5 *Create opportunities for transit-oriented development.*

Policy 5.1 Create opportunities for transit-oriented development on the north side of the 96th Street interchange. This site is an appropriate location for a mix of uses that cater to the needs of transit commuters, including moderate and high density residential, employment-generating uses, and convenience and specialty commercial. The design and orientation of new buildings should be pedestrian-oriented and special streetscape improvements should be considered to make rich and enjoyable public spaces.

Policy 5.2 The City should consider undertaking a special study of the Old Broomfield area to identify opportunities for infill and revitalization, to plan for a mix of transit-oriented uses and facilities which capitalize and build upon the historic character of the area, and to adopt strategies for implementation.

Goal 6 *Make convenience shopping easily accessible to residents, without negatively impacting neighborhoods.*

Village Centers

Policy 6.1 Village Centers are appropriate locations for convenience-oriented retail uses, designed to serve the needs of several neighborhoods. Each center should be anchored by a grocery store(s) and accompanied by additional shops, including but not limited to a drug store, hardware store, video store, bank, restaurants, and other small ancillary service shops. Civic uses and day care are also appropriate.

Policy 6.2 Three Village Centers are planned for the new growth areas of Broomfield: 1) In the vicinity of 144th and Lowell Boulevard and 2) north of the Northwest Parkway near the intersection of Sheridan Parkway and Zuni Street and 3) at the southeast corner of 128th and Lowell Boulevard. No additional Village Centers should be permitted.

- Policy 6.3 Apply the Master Plan Design Guidelines and Standards to encourage development patterns within Village Centers that are pedestrian-oriented and compatible with surrounding residences.

Neighborhood Centers

- Policy 6.4 Establish Neighborhood Centers within a short walk from most homes to create cultural or social focal points and to provide some basic services such as: neighborhood-focused retail (e.g. markets, video stores, bakeries, etc.), day care, elderly care, places of worship, mail/office service stores, restaurants and cafes, personal services (e.g. beauty shops), and transit stops. In addition, ensure that commercial uses in neighborhood centers are compatible with surrounding residences. (See also Policy 8.5)
- Policy 6.5 Where appropriate, complement Neighborhood Centers with adjacent school buildings to provide civic programs including cultural events, adult education, branch libraries, and child care. A small neighborhood green should be associated with every Neighborhood Center and should allow opportunities for small gatherings by providing multi-use lawn areas, small amphitheater and/or plazas.
- Policy 6.6 Neighborhood Centers should be located near the center of "Village Residential" areas (as designated in the Land Use Plan) and along a major street.
- Policy 6.7 Apply the Master Plan Design Guidelines and Standards to encourage development patterns within Neighborhood Centers that are pedestrian-oriented and compatible with surrounding residences.

Goal 7 *Build a strong employment base in Broomfield and seek to provide job opportunities for a majority of city residents.*

- Policy 7.1 The City shall actively solicit new employers to Broomfield that are compatible with the City's image as a livable community and help improve its jobs-housing and earnings/cost balance by providing stable, well-paying jobs. Office, research and development, light industrial, warehousing, and some limited commercial uses should be targeted to areas designated "Employment." A broader mix of employment, commercial, and residential uses are appropriate for the Mixed-Use/Commercial District (See policy 7.4).

- Policy 7.2 Continue to work with Interlocken to develop a high quality employment/conferencing center that attracts a variety of uses and includes a mix of office, research and development, manufacturing, conferencing, hotel, limited retail, and residential uses, as well as open space and recreation.
- Policy 7.3 Work with the Airport to ensure that air traffic does not substantially impact the city. A part of the airport property may be developed as a public golf course; other portions, as identified on the Land Use Map, shall allow additional airport-related employment-generating uses.
- Policy 7.4 Create a Mixed-Use/Commercial District north of the Northwest Parkway and west of Interstate-25 that, over time, will become a major center for employment, commercial, and some residential uses to serve the needs of the greater north Denver region. The configuration of uses within this district shall encourage transit ridership, promote walking for mid-day trips, link with the city-wide greenway system, enabling those who wish to live and work in the same neighborhood to do so. No more than 30% of the land area within the Mixed-Use/Commercial District should be utilized for residential uses. Residential placed over retail should be considered a bonus in excess of this maximum.
- Policy 7.5 Apply the Master Plan Design Guidelines and Standards to areas designated for Employment and Mixed-Use/Commercial uses.

Neighborhoods

Livable neighborhoods are a critical factor in the quality of life in Broomfield. New residential growth should be configured as interconnected neighborhoods. The neighborhood building block should include a mix of housing types and prices, a system of interconnected local streets, and a neighborhood center that creates a central focal point for community activities.

Goal 8 *The primarily single-family nature of the city's residential neighborhoods should be maintained, while providing a variety of housing types, including owner occupied and rental housing, which serve a broad spectrum of economic segments of the population and match local incomes and age groups.*

General

Policy 8.1 Maintain as the fundamental building-block of Broomfield, identifiable, attractive, and livable neighborhoods. Apply a consistent set of design principles to new neighborhoods:

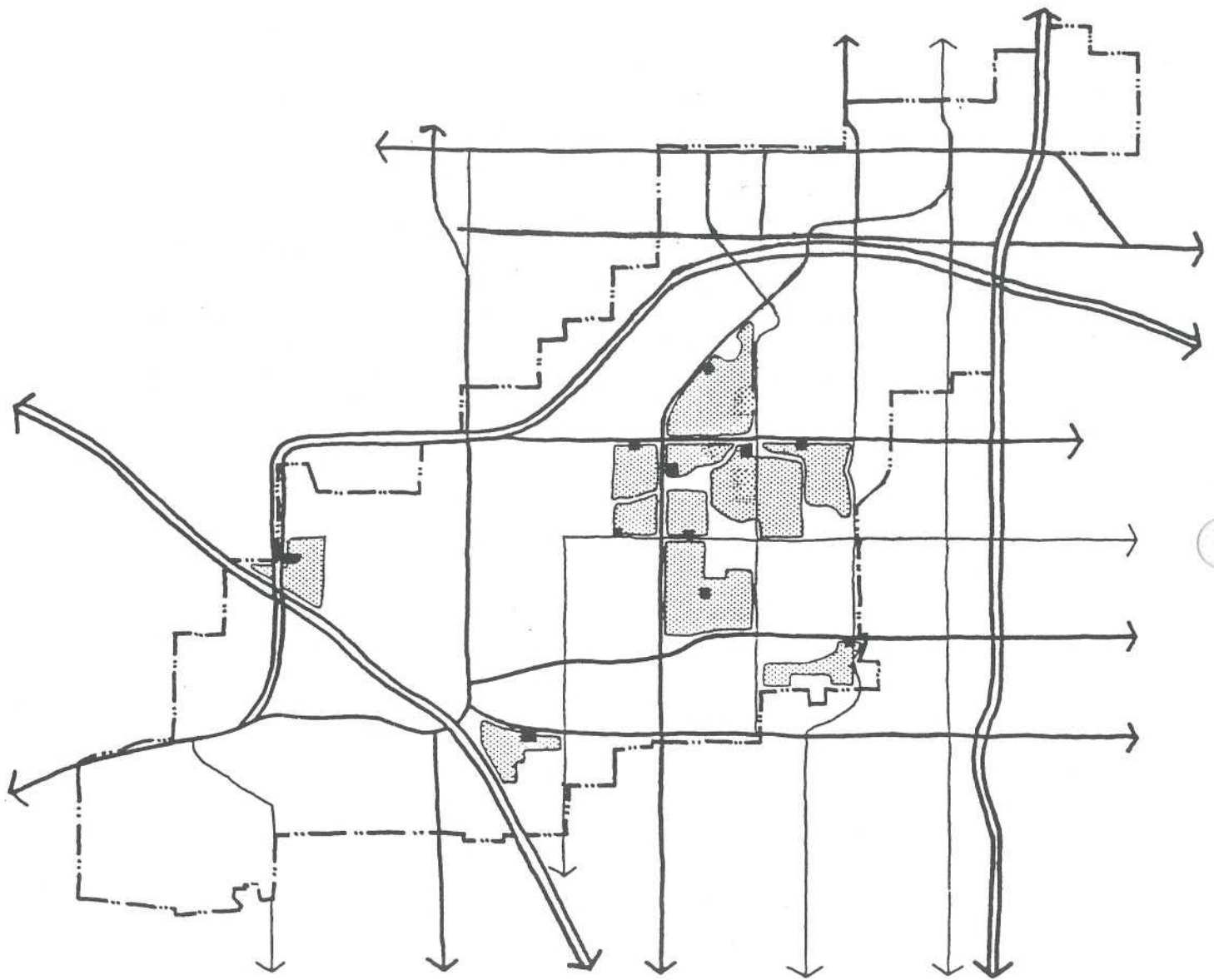
- Each neighborhood should have a Neighborhood Center that provides a gathering place for neighbors and a walkable destination for convenience shopping, recreation, and/or civic activities.
- Each neighborhood should include a variety of housing types, but should maintain the predominance of single-family housing.
- Each neighborhood should have an interconnected network of tree-lined local streets that provide direct connections to local destinations.
- Houses should be aesthetically pleasing from all views, and include features such as: articulated entries, balconies, porches, and other architectural features, and design that encourages neighborhood interaction and creates safe, pleasant walking environments.
- Houses should be of an appropriate space and reinforce public spaces.
- Garages should not dominate the frontage of local neighborhood streets.

- A neighborhood park should be within walking distance of all homes within the neighborhood.

Policy 8.2 In general, residential neighborhoods in Broomfield should be clustered south of the Northwest Parkway. Some multi-family residential development north of the Parkway will be permitted in the Mixed-Use/Commercial District. No new residential uses shall be permitted in the Weld County portion of the city.

Policy 8.3 Encourage a coordinated approach to the design of neighborhoods, specifically street and lot layout, on adjacent developments.

Policy 8.4 Make neighborhoods that are livable at all stages of their development. Require the provision of important public facilities concurrent with new development, including streets (especially streets to local destinations), utilities, parks (especially local neighborhood parks), and bicycle and recreational trails.



New Neighborhoods

Neighborhood Centers

Policy 8.5 All residential neighborhoods should have centers that are accessible via a sidewalk or greenways and located along a major street. Centers should contain some retail; possibly including a day care center; a village green or plaza; civic uses, small park; civic uses, such as places of religious worship; and public facilities, such as a recreation center, or an elementary school. They should create identity for individual neighborhoods and be a place residents can meet. (See also Policy 6.4)

Housing Variety

Policy 8.6 Within each neighborhood, support development of a mix of housing types to accommodate a range of affordability levels. Different housing types and lot sizes should be permitted within neighborhoods, while generally maintaining the single-family character of the community. Within the following residential designations, these housing types are recommended:

Land Use Building Type	Village Resid.	Neigh'd Resid.	Rural Resid.	Town Center	Transit- Oriented	Mixed- Use/ Comm'l.
Estate Residential	•	•	•			
Single Family Standard Lot	•	•	•			
Single Family Small Lot	•	•		•	•	•
Townhouse	•	*		•	•	•
Duplex	•	•		•	•	•
Apartment Buildings with over 4 units per building	*			•	•	•
Apartments over Groundfloor Retail				•	•	•
Accessory Dwelling Unit	•	•	•	•		

* Housing type subject to conditional use permit for projects of exceptional public merit.

- Policy 8.7 In order to maintain the desired density of residential neighborhoods, yet permit a mix of housing types within each neighborhood, lot sizes and patterns within a neighborhood should be varied while an overall Average Density Target is maintained.⁴ Each development proposal shall also be evaluated against the Master Plan Design Guidelines and Standards. The following table summarizes minimum and suggested average lot sizes and target densities by land use designation. Target densities apply to gross developable acreage. Gross developable acreage is the total buildable area within a parcel, including local streets, but excluding neighborhood parks, schools, and environmental constraints.

Land Use	Village Resid.	Neigh'd Resid.	Rural Resid.	Town Center	Transit- Oriented	Mixed- Use/ Comm'l.
Lot Size & Density						
Average Lot Size*	5,000sf**	8,000sf	5 acres	n/a	n/a	n/a
Average Density Target	6 du/ac	4 du/ac	0.3 du/ac	15 du/ac	10 du/ac	8 du/ac

n/a -- not applicable

d/u -- dwelling unit

* approximate

** Assumes a mix of standard single-family lots, townhouses, and small apartments.

Housing Design and Orientation

- Policy 8.8 New residential designs should, where possible, front onto streets, parks, and greenways and minimize the impact of garages.
- Policy 8.9 New housing should be "human-scale." Massing, setbacks, and character of new residential developments should encourage new structures that do not overly dominate streets. New structures should foster diversity in design, maintain the single-family character of the community, and encourage entries and porches that face streets.
- Policy 8.10 Apply the Master Plan Design Guidelines and Standards for residential neighborhoods that define appropriate building heights, massing, setbacks, and features that are compatible with Broomfield's single-family tradition and that reinforce pedestrian activity along streets.

⁴ The overall residential density for the Planning Area is expected to be approximately 3.48 dwelling units per acre. (existing overall density is 3.95 du/ac) Village Residential represents approximately 20% of all residential areas. Neighborhood Residential encompasses 50% and Rural Residential is located on 30% of lands with a residential designation within the Planning Area.

Interconnected Streets

- Policy 8.11 Neighborhood streets should provide direct connections to local destinations, such as neighborhood centers and adjacent neighborhoods, without requiring every trip to go onto the arterial network. In addition, travel within neighborhoods should be distributed among several "connector streets" that lead to local parks, schools, and commercial centers. High volume collector or arterial streets should not divide neighborhoods. Accessibility may be accomplished with dedicated pedestrian crossings and may include over or under passes.

Livable Streets

- Policy 8.12 Neighborhood streets should be safe, comfortable for bicycling, and have sidewalks pleasant to walk along. Narrow, tree-lined streets should be lined with building entries and living spaces so that residents can get to know their neighbors and keep streets safe.
- Policy 8.13 Traffic calming is an essential ingredient for creating a permeable street network. In order for an interconnected street network to provide desirable residential environments, street widths, and corner curb radii should be as narrow as possible, while providing for safety and emergency vehicle considerations.
- Policy 8.14 Tailor landscaping, streetscape, public facilities, cultural features, and other programs to heighten the individual identity of distinct neighborhoods. The selection of planting materials shall take local climatic conditions into consideration.

Parks and Greenways within Neighborhoods

- Policy 8.15 A park should be within a few blocks of almost every home. Greenways with trails should edge riparian corridors, parks, greenbelts, and parkways and connect to destinations such as schools, parks, and neighborhood centers. (See also Open Space.)
- Policy 8.16 Respect valuable natural features including hillsides, ridgelines, creeks, significant woodlands and trees through sensitive site planning, building placement, and other measures.

Neighborhood Edges

- Policy 8.17 Arterials, changes in street patterns, greenways, and natural features (such as steep slopes and creeks) can and should define the edge of a neighborhood. Landscaped setbacks and trails should be used to create an attractive environment at a neighborhood's edge.

Protecting and Enhancing Existing Neighborhoods

- Policy 8.18 Every effort should be made to protect the character of existing established neighborhoods, through the design and configuration of new streets and the placement of adjacent land uses. In specific areas the City should take steps to improve the facilities at existing neighborhood parks and make enhancements to local streets. Strategies for adding trees along streets in existing neighborhoods should also be explored.
- Policy 8.19 New development should properly and reasonably mitigate the effects on existing development.

Circulation

In May of 1996, the Broomfield City Council adopted the Broomfield Transportation Plan. This plan, which was prepared by the firm of Felsburg, Holt and Ullevig, updates the City's Transportation Plan. The recommendations with respect to circulation have been obtained from this technical report and are incorporated into this plan. Copies of the Broomfield Transportation Plan are available from the City of Broomfield.

Broomfield's future circulation network will be the framework upon which the city will grow. An interconnected street system - where there are multiple pathways throughout the city - allows residents, employees, and visitors to choose the shortest and most direct route to their destination. Further, an interconnected network ensures that any single street will be less likely to be overburdened by excessive traffic.

The design of streets also plays an important part in keeping a community "livable." If neighborhood traffic is slow, pedestrian, bicyclists, and playing children are more likely to be safe. If streets are distinctively planted with trees and other landscaping, it sets an image of the city that is memorable and beautiful.

Transit will also become an increasingly viable alternative for both commuters and residents. The Master Plan provides opportunities for transit-oriented development adjacent to the Boulder Turnpike and Burlington Northern Railroad tracks. Additional park-and-ride lots are planned across from the existing lot, at the 96th Street interchange, and at the I-25/Highway 7 interchange that would link with either bus or future rail transit. And, a local transit system, one that links the city's neighborhoods with job centers and the Town Center, would make Broomfield a city of the 21st Century.

Goal 9 Create an interconnected street system that facilitates safe travel throughout the city for pedestrians, bicyclists, and automobiles.

Policy 9.1 Facilitate travel throughout the city by creating an interconnected network of parkways, local streets, and trails as shown on the Master plan Maps.

Policy 9.2 Use the Master Plan Design Guidelines and Standards to guide future street improvements and amendments to city codes.

Policy 9.3 "Sheridan Parkway" shall be developed as a primary linkage between the southern and northern portions of the community. This grand, tree-lined boulevard will connect the Town Center with the Green Edge, the

northern-most Community Center, and the new northern Village Center. Its design will reflect its special importance in the community.

Policy 9.4 The remaining arterial-status streets within the city shall be designed as secondary parkways. These streets will receive special design treatment, as identified in the Master Plan Design Guidelines and Standards.

Policy 9.5 When the Northwest Parkway is constructed west of Interstate 25, its alignment shall be as shown on the Master Plan Map. It would then extend through the Boulder County open space to link with 144th Avenue and then into the 96th Street interchange. This limited access surface thoroughfare should be designed to minimize impacts on adjacent neighborhoods, yet facilitate through traffic connections to both the 96th Street interchange and the planned Mixed-Use/Commercial district.

Policy 9.6 It shall be the City of Broomfield's policy to plan for interchanges along I-25 at the following locations:

- 120th Avenue
- 144th Avenue
- E-470/Northwest Parkway
- Highway 7

Discourage interchanges along I-25 at 128th and 136th Avenues due to adverse impacts on Broomfield.

Goal 10 *Encourage livable streets.*

- Policy 10.1 To the extent possible, it is recommended that arterial streets and parkways be designed to incorporate, as appropriate, the following:
- houses front onto these major roads with either rear alley-accessed garages or frontage road access;
 - individual houses do not have driveway curb cuts directly onto the street;
 - neighborhoods are not surrounded by soundwalls;
 - bike routes are provided both on-street in lanes and on separate pathways; and
 - the dimensions of intersections are minimized to facilitate pedestrian crossings.

- Policy 10.2 Design streets to enhance Broomfield's identity, to provide opportunities for community life be safe, and to be comfortable and convenient for all travel modes: cars, transit, pedestrians and bicyclists. Local streets within Broomfield should:
- encourage an interconnected network of local streets within neighborhoods with an emphasis on direct connections to parks, schools, and neighborhood centers.
 - minimize travel lane widths and intersection dimensions to slow traffic while acknowledging traffic volumes, safety considerations, and adequate access for emergency vehicles;
 - create a comfortable and attractive walking and driving environment through the use of planting strips, street trees and lighting standards that are of an appropriate scale and design;
 - calm traffic on connector streets and local streets within neighborhoods by calling for alignments that slow traffic;
 - reflect functional requirements, as well as a street's unique position within Broomfield; and
 - conserve scenic features such as mature trees and riparian vegetation.

Goal 11 *Encourage transit usage.*

- Policy 11.1 The City shall actively work with appropriate public agencies to obtain Commuter Rail service to link Broomfield with both Denver and Boulder. If commuter rail service is provided, stops should be planned at 120th Avenue in Old Broomfield and near the 96th Street Interchange.

- Policy 11.2 The City shall encourage the Regional Transportation District (RTD) to expand the local bus network to provide frequent, convenient, and affordable service between neighborhoods, community facilities, job centers, and park-and-ride lots.
- Policy 11.3 The City shall work with appropriate public agencies to expand the park-and ride facilities to the eastern side of the Boulder Turnpike at 120th Avenue, as well as to encourage the construction of a pedestrian bridge that connects the transit stops on either side of the freeway. The City shall also plan for park-and-ride lots at the 96th Street interchange, at the I-25/Highway 7 interchange and at the I-25/ Northwest Parkway interchange. Commercial uses may be encouraged adjacent to these transit stops.

Design Guidelines and Standards

The following design guidelines and standards will be applied to all development proposals considered by the City of Broomfield until such time as they are replaced by the City Council with amendments to the City's development codes. These guidelines and standards assist the City in implementing the Goals and Policies of the Broomfield Master Plan. These guidelines may be modified by City Council on a case by case basis in consideration of extraordinary design.

Preservation of Natural Features and Creation of Greenways and Trails

In general, the City intends a network of greenways and trails to interconnect neighborhoods and business districts to Broomfield's recreational open spaces and scenic landscape. Greenways consist of riparian corridors, ditch rights-of-way, and park linkages. Greenways also help conserve valuable habitats and enhance Broomfield's sense of place. Trails run along these greenways, and throughout the City, providing an inviting environment to walk or bike.

Preservation of Natural Features

a. *Preservation of Riparian Corridors.* The preservation of riparian corridors will conserve Broomfield's unique natural setting, act as greenways to connect areas of activity, and serve to transmit stormwater runoff. Riparian corridors within and adjacent to parcels of land proposed for development shall be designated on Planned Unit Development (PUD) Plans as land to be dedicated to the City as open space. Such dedications shall occur with the platting of land for development. In cases where developments are platted in phases, the City may require the entire riparian corridor be dedicated with the first platting for development.

For the purpose of this requirement, riparian corridors shall include an area at least 50 feet outwards from the edge of the outer bank in both directions perpendicular from the stream flow. In instances where the flood plain exceeds this distance, the width of the flood plain shall comprise the riparian corridor. Riparian corridors include all streams or constructed drainages with year round or seasonal flows identified in the Broomfield and Vicinity Outfall System Plan (December 1985) or its successor, or in areas not included in the study, riparian corridors which would likely be included in future studies.

These requirements shall not apply to approved PUD Plans or to riparian corridors for which flood mitigation plans have been approved by the City of Broomfield and the Urban Drainage and Flood Control District. In these instances, development plans shall conform with approved plans.

b. *Preservation of Natural Slopes.* The natural topography of Broomfield is a part of the unique natural setting of Broomfield. To preserve this existing natural feature, measures to limit the amount that natural topography is modified are necessary. Methods to limit the density of use on natural slopes of over 10 percent are encouraged. Additionally, development, as well as cut and fill on slopes of over 30 percent, shall be strongly discouraged and limited.

c. *Preservation of Ridgelines.* To the extent possible, in site layout and design, development should be sensitive to major ridgelines.

Location of Greenways and Trails

a. *Greenways and Trails.* Major riparian corridors, ditch rights-of-way, park linkages, and Green Edge buffers shall be conserved as linear open space for habitat conservation, environmental protection, and recreation opportunities. The alignment of trails will be coordinated with the location of schools, parks and Neighborhood Centers. Greenways and trails should be consistent with alignments depicted in the Open Space Map.

b. *Trails beyond Broomfield.* The City will work with appropriate municipal and county entities, to the best of its abilities, to link Broomfield's trails with regional trail networks, such as the Big Dry Creek trail and the Rock Creek trail.

c. *Timing of Improvements.* When appropriate, greenways and trail access easements shall be required at the time of final plat approval. Trails shall be constructed concurrent with development, by the developer to a standard established by the City of Broomfield. In cases where developments are platted in phases, the City may require the entire greenway/trail be dedicated with the first final plat for the development.

Greenway and Trail Criteria

a. *Riparian Corridors.* As defined above, designated riparian corridors shall be dedicated for public use. Setbacks on both sides of the dedicated corridor should be sufficient for:

1. Habitat conservation and flood management, where appropriate;
2. Trail surface (see below); and

3. Landscaped buffers against adjacent streets and uses (10 - 15 feet typical).

In any event, the distance from top-of-bank to edge of dedicated corridor should be at least 50 feet, except where prevented by existing development or major physical constraints.

b. *Community Ditch and other Ditch Rights-of-Way.* Trails shall be established along the Community Ditch and other ditch rights-of-way. Preferably, a minimum 30-foot trail corridor would be dedicated just outside of the right-of-way and contain an 8-foot concrete trail surface with a 10-foot landscape buffer on both sides. Where this arrangement is precluded by existing development, the City will seek access just inside of the right-of-way.

c. *Green Edge Buffers.* Trails shall be established within green edge buffer areas to help form trail routes at the city's periphery. At a minimum, trails should contain a 10-foot trail surface with a 10-foot landscape buffer on both sides. Density transfer may be considered as one method to implement the Green Edge concept.

d. *Crossings at Major Intersections.* Future improvements at major intersections along Sheridan Parkway and the Northwest Parkway should contain provisions for pedestrian sidewalks (8-foot minimum width), bicycle lanes (4-foot minimum width), and adequate lighting. As an interim measure, pedestrian crossings should be clearly marked through striping, signage and lighting. Additional crossing mitigation may be required. Grade separations shall be considered for trail crossings.

Trail Design

a. *Trail Dimensions and Materials.* Trails should consist of an 8'-wide concrete path (the concrete path may be supplemented by a crushed fines shoulder, or equivalent material, on one side where desirable) or an 8 foot wide crushed fines trail in natural areas with the following exceptions:

1. A wider concrete path may be used after intensive path use has been demonstrated.
2. Under interim circumstances and for minor trails and native areas, trails may consist solely of crushed fines, gravel or equivalent materials. Trails shall conform with ADA (Americans with Disabilities Act) guidelines.

b. *Habitat Conservation.* Trails should be aligned and constructed to minimize disruption of valuable habitat areas. Restoration of riparian vegetation should be undertaken where disturbance (including channelization) has degraded habitat values. Landscaping between creeks and trails should use native or non-invasive vegetation.

c. *Landscaped Buffers.* A landscaped buffer should be planted along adjacent residential, commercial, and industrial uses. The buffer should be at least 10 - 15 feet wide, where appropriate. Windscreen planting and berming is recommended within landscaped buffers. In cases where developments are platted in phases, the City may require the entire landscape buffer to be constructed with the first phase of development.

d. *Signage.* Trailheads and trails should be clearly marked in accordance with City specifications. The direction and distance to major destinations should also be marked.

e. *Lighting.* Lighting shall be consistent with the provisions contained in the Street Standards portion of the Design Guidelines.

f. *Parking.* Visitor parking for trails should be provided at strategic places along the Broomfield Trail and in conjunction with Community Parks and park-and-ride lots and at trailheads as defined by the City. Shared use of parking lots should be encouraged, especially with uses that have low parking demand on weekends (e.g. park-and-ride and employment uses).

g. *Trailheads.* A trailhead is a location providing public access to a trail. Directional and informational signage should be included and, where possible, trailheads may also contain public parking areas.

h. *Adjacent Fencing.* Fencing adjacent to trails should be continuous and of the same type and material. Fence design shall be detailed in Planned Unit Development Plans.

Park Distribution and General Requirements

Public parks in Broomfield can be divided into three categories. Community Parks provide facilities that serve the needs of greater Broomfield, such as organized playing fields, swimming pools, amphitheaters, tennis and basketball complexes, and larger picnic areas. Neighborhood parks, by contrast, provide local centers of activity and recreation immediately accessible to residents, and include amenities such as playgrounds, small hard-surface courts, multi-purpose lawn and playing fields and informal natural settings. Village Greens and Plazas provide a place to focus civic and/or neighborhood activity. Park acreage should be distributed to provide adequate facilities throughout the community while emphasizing neighborhood recreation within walking distance of most residents.

Distribution of Parks

- a. *Distribution.* To avoid extraordinary and potential debilitating demands on existing parks, new parks must be available to residents as they move into newly developed areas. To satisfy this requirement for new parks, all new development shall meet the following park dedication or cash in lieu of dedication requirements:

Park Type	Acreage (suggested acreage)	Standard (acres per 1,000 population)
Village Greens and Plazas	.25 to 1 acre	1.5
Neighborhood Parks	2 to 6 acres	2.0
Joint School/Park	8 to 15 acres	1.5
Community Park	30 to 100 acres	3.5
Citywide Park	100 to 150 acres	2.0
Total		10.5 acres/1,000 pop.

- b. Larger facilities may be developed by the City using cash-in-lieu receipts. Cash-in-lieu- valuations shall be as currently established in the Broomfield Municipal Code and shall be for improved parkland.

- c. In addition to land dedication requirements, the developer shall be responsible for the installation and construction of park improvements to current City standards. Parks shall be dedicated with the initial subdivision filing and developed concurrently with development using the listed standards.

Location of Parks

- a. *Greens and Plazas.* A Village Green and/or Plaza should be provided adjacent to all Neighborhood Centers, unless served by a Neighborhood Park. Greens and Plazas are also encouraged within the Town Center and Transit-Oriented Development areas.
- b. *Neighborhood Parks.* Neighborhood Parks should be distributed throughout neighborhoods. Most users should not need to cross any major streets to get to the park.
- c. *Joint School/Park.* Where possible, parks at the Neighborhood Centers should be shared with schools and should connect with the city-wide trail and greenway network.
- d. *Community Parks.* Sites for community parks shall be reserved in Community Center designations as shown on the Land Use Map. Where possible, link these sites and their facilities with the city-wide trail and greenway network.
- e. *Citywide Park.* The "Green Edge" provides an opportunity to create a park that serves Broomfield and provides a major recreation area for residents.

Recommended Park Program

- a. *Village Greens and Plazas.* Village Greens and Plazas should provide opportunities for public gathering, such as:
 - multi-purpose lawn areas,
 - playground,
 - informal picnic areas,
 - amphitheaters,
 - raised stages and gazebos,
 - larger hardscaped areas, and
 - seating.

- b. *Neighborhood Parks.* Neighborhood Parks should provide modest and flexible recreation opportunities that meet basic neighborhood needs and accommodate multiple purposes. Recommended features include:

- multi-purpose lawns and playing fields,
- playgrounds,
- small court game areas,
- community gardens,
- informal picnic areas, and
- seating.

Multi-purpose lawn areas should be designed to accommodate softball (250' radius) or soccer (180' by 300').

- c. *Joint School/Parks and Community Parks.* Community Parks should contain features that serve the larger community. Recommended features include:

- multiple playing fields (suitable for organized play),
- multiple tennis and basketball courts,
- swimming and aquatic centers, amphitheaters, indoor gymnasiums and community rooms,
- group picnic areas,
- playgrounds,
- specialized activities,
- storage, and
- off-street parking.

Facility sharing with adjacent public schools is recommended. Public restrooms and drinking fountains should be provided, and where appropriate, concession areas should be provided.

- d. *Citywide Park.* Such a park could include a combination of natural areas, trail systems, cultural facilities, and organized recreation facilities.

Park Design

- a. *Perimeter Frontage.* All parks should: encourage easy access via streets and trails; foster safety by making it easy to view into parks from streets and surrounding homes; and make the construction and on-going maintenance affordable.
- b. *Paths.* Park paths should support direct connections from neighborhoods and surrounding commercial areas into parks.

- c. *Climactic Design.* Parks should provide comfortable areas for sitting and recreation year-round. Parks should include adequately shaded areas for comfortable summer use and sun-exposed areas for comfortable winter use.
- d. *Natural Features.* Parks should be designed to conserve valuable natural features including hillsides, creeks, significant habitats, woodlands and existing trees.
- e. *Views.* Vistas from surrounding streets into the parks shall be encouraged. Parking and loading areas should not dominate these views. Also, views of mountains and ridgelines should be emphasized from within parks and from surrounding streets.
- f. *Adjacent Fences.* When fences are adjacent to parks they must be continuous and of the same type and material. Fence design shall be detailed in Planned Unit Development Plans.

Provision of Public Facilities and Services

The goal of the City is to provide community facilities and services for all areas of the City. The City should ensure that the provision of facilities is planned for in advance, rather than left to chance, so that the quality of community facilities and services is not reduced and the fiscal integrity of the City is promoted. The facilities for such consideration should include storm drainage and utility systems, library, senior, social, police, and other similar city services. Additional services or facilities provided by others, such as schools and fire protection, which directly affect the quality of life of Broomfield residents should be planned for with development.

Facilities and services should be provided in the most environmentally sensitive manner feasible. When considering alternatives and proposals for development, redevelopment and other activities, environmental consequences should be an evaluation criteria. This includes impacts on air, water and land.

Where appropriate, recommendations are provided for future sites, or procedures for designating future sites.

Schools

- a. *Joint Planning for School Requirements.* Broomfield encourages the joint cooperation between the community and the appropriate school district in determining the school facility needs for each area of the city.
- b. *Identification and Reservation of School Sites.* The City and appropriate school districts are encouraged to work together to identify and reserve sites for schools, in accordance with the generalized location recommendations of the Master Plan Land Use Map. Appropriate sites should be obtained by the City, working with landowners and potential developers, and reserved by the City for school facilities. These acquired sites should be reviewed by the City on a regular basis for their continued appropriateness for school facilities.
- c. *Joint School/Park Opportunities.* The location of existing and/or proposed school facilities should be coordinated with existing and/or proposed park sites, in order to provide for more efficient joint use opportunities, wherever possible.
- d. *Adequate School Facilities.* In order to avoid the impacts of school over-capacity, the City shall work with the school districts to explore

elements of an adequate Community Facilities Plan pertaining to school facilities. Developers shall work with the City and appropriate school districts to identify how school facilities will be provided in conjunction with planned areas of new development.

Library

Plan for Future Library Needs. Provide for future library needs in accordance with the city's future growth patterns. Specific consideration should be given to planning for a branch library facility to serve future development areas in the northeast portion of the City, such as in the northern Village Center or a community center.

Police Services

Plan for Future Police Services Needs. Provide for future police services needs in accordance with the city's future growth patterns. Specific consideration should be given to planning for a substation/satellite facility to serve future development areas north of 136th Avenue, as population warrants, which will complement the existing station at One DesCombes Drive.

Fire Protection Facilities

Joint Planning for Fire Protection Requirements. Encourage joint cooperation between the North Metro Fire District (and other districts as appropriate) and the City in determining the fire protection needs for each area of the city. The City should work with the Fire District to establish sites for future stations and note those locations on City plans. If new fire stations are required, they should be located in Village Centers when possible. Existing fire stations are located at Laurel Street and West Midway Boulevard and at West 136th Street and Lowell Boulevard.

Multi-Cultural Facilities

Provide a Multi-Cultural Facility. Provide a multi-cultural events and performing arts center/theater and exhibition hall including stage facilities, classrooms and offices with personnel to provide accounting, scheduling and professional assistance to diverse programs of both local and guest talent. Total year round use and constant participation by citizens is envisioned. The Master Plan calls for such a facility to be located within a designated community center.

Community Center

Provide for additional Community Centers/Recreation Centers as shown on the Master Plan. Construct an additional Community Center between 136th and 144th Avenues and another Community Center north of 144th Avenue as described in Policy 2.12 of the Master Plan. A new Community Center should include facilities for expanded youth activities.

Senior Facilities

Expand and Enhance Existing Senior Facilities. Expand and enhance the existing senior facilities located within the Community Center. If expansion is not desirable consideration should be given to locating additional senior facilities within a new recreation center to serve the eastern portion of the City within a community center as designated on the Master Plan.

Social Services

Facilitate the Provision of Social Services for Broomfield Citizens. Continue efforts to bring convenient social services to all citizens of Broomfield by locating social service providers within Broomfield. Efforts such as the conversion of the former library at 12 Garden Center are an early step in a long term effort to bring a full range of social services to Broomfield. Support the continued efforts of organizations such as FISH, Senior Resources, and Broomfield Connection to meet these needs of Broomfield citizens. Facilities should be conveniently located and when appropriate, accessible by public transportation.

Storm Drainage

Joint Use Stormwater/Open Lands Opportunities. The location, function, and design of all stormwater facilities should be coordinated with open space and park areas, in order to provide for joint use opportunities, wherever possible. Additionally, systems should be designed to protect natural features from erosion and other impacts using state of the art structures and practices.

Residential Guidelines and Standards

The recommendations of this Master Plan entail changes in the way development is planned and built in Broomfield. The following design guidelines and standards will be applied to all development proposals considered by the Broomfield City Council until such time as they are replaced by the City Council with amendments to the city's development codes. In the interim these guidelines and standards will serve to implement the Goals and Policies of the Broomfield Master Plan. These guidelines may be modified by the City Council, on a case by case basis, as consideration for extraordinary design.

The concept of blended density allows a wide range of housing types to be built without an overall increase in density. Standards guiding home-building in Broomfield are intended to support this concept by insuring that these homes integrate well with each other and share designs which make neighborhood streets safe and enjoyable to walk.

Parcelization

- a. *Lot and model variety.* Single-family lotting patterns and house models should be varied to avoid monotonous streetscapes. Additionally, no street block should have more than two adjacent single-family homes with the same house elevations. Variations in building mass, entry and porch design, window pattern, roof form, and/or other architectural features are strongly encouraged.

Housing Types

Within the following residential designations, these housing types are recommended:

Land Use Building Type	Village Resid.	Neigh'd Resid.	Rural Resid.	Town Center	Transit- Oriented	Mixed- Use/Comm'l.
Estate Residential	●	●	●			
Single Family Standard Lot	●	●	●			
Single Family Small Lot	●	●		●	●	●
Townhouse	●	*		●	●	●
Duplex	●	●		●	●	●
Four-Plex	●			●	●	●
Multi-Family Buildings with over 4 units per building	*			●	●	●
Multi-Family over Groundfloor Retail				●	●	●
Accessory Dwelling Unit	*	*	*	*		

*Housing type subject to conditional use review for projects of exceptional public merit.

Blended Density

Lot sizes and patterns within a neighborhood should be varied to avoid monotonous streetscapes and allow for a greater range of housing types. In aggregate, however, the target density for the underlying land use category must be met. The following table summarizes minimum and suggested average lot sizes and target densities by land use designation. Target densities apply to gross developable acreage. Gross developable acreage is the total buildable area within a parcel, including local streets, but excluding neighborhood parks, schools, and environmental constraints.

Land Use	Village Resid.	Neigh'd Resid.	Rural Resid.	Town Center	Transit-Oriented	Mixed-Use/Comm'l.
Lot Size & Density						
Minimum Lot Size (for Single Family)*	4,500 sf	7,000 sf	2 acres	4,500 sf	4,500 sf	4,500 sf
Average Lot Size	5,000 sf**	8,000 sf	5 Acres	n/a	n/a	n/a
Target Density	6 du/ac	4 du/ac	0.3 du/ac	15 du/ac	10 du/ac	8 du/ac

n/a -- not applicable

d/u -- dwelling unit

* Reduced lot size subject to conditional use review for projects of exceptional public merit.

** Assumes a mix of standard single-family lots, townhouses, and small apartments.

Relation of Buildings to Streets and Parking

- a. *Orientation.* Primary facades shall contain the primary entry and shall be street-facing. All primary facades should have windows covering at least 25% of the facade's area, excluding garages. Rear yards should be avoided along local or connector streets.
- b. *Front Door.* With the exception of four-plexes, apartments, and accessory dwelling units, every home should have an entry (feature) facing a public street. Side entries may be allowed if an entry statement (i.e. patios, arbor, fence, gate, etc.) is provided on the building side facing the street. Four-plexes and apartments may have their primary entry facing a central, landscaped courtyard. Accessory dwelling units may face an internal walkway, driveway, or alley.
- c. *Garages.* Residential streetscape should not be dominated by garages.

Garages for Estate Residential, Standard Lot Single-Family, Small-Lot Single-Family, Duplex, and townhouse types. Strategies could include:

1. Varying the building and garage setbacks from the street and public right-of-way.
2. Minimizing the extent to which garages protrude from the main plane of the house, including recessing garages on a portion of the homes along the street behind the main plane of the house.
3. Considering different garage orientations/types, including side-entry and rear-yard garages and shared-access driveways.
4. Providing at least 50% of the front facade which is not composed of the garage, except where 3-car garages are proposed. A system of design elements which mitigate the garage domination could be required.
5. Using individual garage doors and “stepped or staggered” footprints to break up the mass of the garage elevation.
6. Varying style of garage door and panel design.

Garages for Multi-Family types may be:

1. on the perimeter of the site away from the street.
- d. *Homes Adjacent to Parkways and Arterial Streets.* Where residential areas abut parkway and arterial streets, lotting and home placement should address these major streets in one or more of the following ways:
1. Estate Residential homes front onto these streets with larger front setbacks and alley-accessed garages;
 2. a frontage road is built adjacent to the major street right-of-way that provides a landscaped, slow traffic local street for homes to front onto; or
 3. cul-de-sac streets intersect with the major street with an opening or gated entry for pedestrians; homes may have sideyards facing onto the major street.
 4. With appropriate architectural features, landscape treatment, and site design homes may back onto these major streets.

Building Heights and Basements

- a. *General.* Residential building heights shall be as stated by the city's adopted PUD and Site Development Plan Standards (Ordinance No. 1098 and Resolution No. 173-94): Maximum overall height - 33 feet (vertical distance from finished ground level at the building wall to the highest point of a roof surface).
- b. *Walk-Out Basements.* Fill/cut shall not be utilized at any building site to artificially create a walkout type lot or to artificially raise the grade adjacent to the building wall to reduce any calculated maximum height. In addition, buildings with walk-out basements facing onto connector, arterial, or parkway status streets should be discouraged.

Facades and Roof Form

- a. *Front Porch.* Dwelling units should provide a variety of functional entry features. Front porches must have a minimum depth of six feet.
- b. *Facade Articulation.* All residential buildings should be articulated with varied architectural features such as bays, balconies, massing changes, decks, or porches that face the adjacent street, park, or greenway.
- c. Material changes should not occur at external corners, but may occur at "reverse" or interior corners or as a "return" in an integrated fashion.

Materials

New buildings should support regional traditions and maintain a level of craft in the process of construction.

- a. *Materials.* Exterior finishes should be of high quality, durable materials. Low maintenance materials are strongly encouraged.
- b. *Proper Application and Detailing.* Buildings shall be constructed in a workman-like manner.
- c. *Windows.* Windows should include architectural trim.

Starter Landscaping

To improve the appearance from the street, new residential development should be encouraged to provide minimum starter packages for landscaping. At a minimum, these starter packages should include: a specified percentage of green groundcover including plantscaping, shrubbery, at least one street tree, a front yard tree, and irrigation necessary to sustain the vegetation.

Fences and Walls

- a. *Street-Facing Fences.* Fences adjacent to streets and within the front setback shall have a maximum height of 42 inches. Sideyard fencing behind the front setback may have a maximum height of 6 feet. In no case shall street-facing opaque fences of greater than six feet be permitted.
- b. *Sound Attenuation Walls.* Sound attenuation walls shall not be constructed unless no other alternative is available or feasible to mitigate unacceptable noise levels. Sound attenuation walls must have a 10-foot wide landscaped buffer between the wall and sidewalk, and shall conform to the following provisions:
 1. provide a minimum 2 foot change in horizontal plane for at least 10 feet every 60 feet or less;
 2. provide openings for pedestrian access at appropriate points.
- c. *Trail Frontage.* Fencing and walls along public trails shall not be opaque for a height over 42 inches.
- d. *Trash and Service Equipment.* Trash and service equipment, including satellite receiving dishes, should be located in rear or sideyard areas and enclosed or screened from view by landscaping or fencing.

Commercial, Employment, and Transit Oriented Development

Districts and Centers

Standards for commercial, employment, and transit-oriented development encompass seven distinct land use categories designated on the Master Plan map, falling into two broad categories. Land designated for the Town Center, Village Centers, Neighborhood Centers, and Transit-Oriented Development uses comprise Broomfield's pedestrian-oriented mixed-use districts and centers. These design guidelines and standards seek to ensure that it is easy and enjoyable to walk within these area shops and offices. In addition to these guidelines, there are additional requirements within each zoning district and Planned Unit Development in separate City documents. Please refer to these other documents when assessing individual properties. Land designated for Regional Commercial, Mixed-Use/Commercial, and Employment uses are more automotive in scale, yet retain provisions for internal pedestrian connections and building elements that acknowledge the public realm.

Recommended Land Uses

This table must be used with the Master Plan goals and policy statements for each type of commercial/activity center. The goals and policies provide direction on the character of the areas within which these uses might occur. The list is not inclusive of all potential land uses, rather, this table reviews common land uses and suggests in what areas they may be appropriate. Each specific proposed land use must be evaluated in the specific context in which it is proposed. There may be site specific conditions which preclude certain land uses regardless of this table.

To realize the character envisioned for the Town Center, it is essential that no single building or user dominate. Within the designated Town, Village and Neighborhood Centers; there should be a variety of types and sizes of retail and other commercial establishments; the uses should be joined by pedestrian connections; and parking lots should be configured and designed in such a manner that they do not visually overwhelm the proposed projects.

Master Plan Designation Use	Town Center	Village Center	Neighborhood Center	Transit Oriented	Regional Commercial	Mixed Use/ Commercial	Employment
Public Uses ¹	x	x	x	x		x	x
Religious Uses ²	x	x	x	x		x	x
Childcare ³	x	x	x	x	x	x	x
Lodging ⁴	x	x		x			
Hotel/Motel				x	x	x	x
Medical and Dental	x	x	x	x	x	x	x
Medical Research and Development						x	x
Business/Office ⁵	x	x		x	x	x	x
Business Services ⁶	x	x		x	x	x	x
Heavy Equip. Sales & Rental					x	x	x
Manuf. & Assmbl'y ⁷						x	x
Manuf. & Assmbl'y ⁸							x
Warehousing/retail					x	x	
Warehousing/employment							x
Self-storage						x	x
Automotive ⁹	limited repair	limited		limited	accessory	x	limited
Town Retail ¹⁰	x	x		x	x	x	
Regional Retail					x		
Full Service Grocery	x	x			x		
Neighborhood Retail ¹¹	x	x	x	x	x	x	x

Master Plan Designation Use	Town Center	Village Center	Neighborhood Center	Transit Oriented	Regional Commercial	Mixed Use/Commercial	Employment
Restaurants and Cafes ¹²	x	x	x	x	x	x	x
Restaurants and Cafes ¹³	x	x	w/ add'l criteria	x	x	x	x
Nightclubs and Bars ¹⁴	x			x	x	x	x
Theaters, Cinemas, and Auditoriums	x			x	x	x	x
Physical Fitness ¹⁵	x	x	x	x	x	x	x
Personal Services ¹⁶	x	x	x	x	x	x	x
Residential ¹⁷	x			x		x	

¹ Including but not limited to: libraries, postal, police and fire substations, community centers ²Including churches, synagogues, mosques ³Including day care, pre-school, nursery school ⁴Including small inn, bed and breakfast or other small scale overnight accommodations ⁵Including but not limited to: banks and financial institutions, corporate, professional and governmental and other offices. ⁶Including but not limited to: office supplies, photocopy shops, print shops, insurance, real estate and travel agencies ⁷Including only those that do not generate objectionable noise, smoke, odor, dust, vibration, etc. ⁸Including those that do generate objectionable noise, smoke, odor, dust, vibration, etc. ⁹Including as uses by special review, gas stations, towing, repair ¹⁰Including, but not limited to: books, cameras, clothes, home furnishings, small appliances, sporting goods and toys. To include a mix of user size, large and small. ¹¹Including, but not limited to: convenience stores, neighborhood markets, specialty foods, bakeries, florists, cafes, video rentals mail/photocopy/office services - in Neighborhood Centers, no single store shall be more than 10,000 s.f. in size, ¹²Not serving alcoholic beverages ¹³Serving alcoholic beverages, subordinate to food ¹⁴ Sale and consumption of liquor is the primary activity, oftentimes includes live entertainment after 5:00 p.m., use approval required ¹⁵ Including health clubs, gyms, dance studios ¹⁶ Including but not limited to: hair and nail salons, tailoring, shoe repair, dry cleaners, laundromats ¹⁷ Includes assisted care/limited care facilities

Climatic Response

Building exteriors should provide shelter from the summer sun and winter snow. Porticos, arcades, and overhanging eaves are particularly appropriate at pedestrian pathways. Entryways should be designed to encourage solar access or alternative methods to melt snow and ice, especially on north facing entrances. The orientation of entryways should also consider localized wind conditions. Building locations shall consider the safety concerns of shadows on parking, streets, sidewalks and other pedestrian areas.

Relation of Buildings to Streets and Parking

- a. *Principal Orientation.* The primary facade of all buildings in commercial and transit-oriented development areas shall face a public street, except where parking lots may be placed at the street edge. In these cases the primary facade must front onto a publicly accessible walkway that leads directly from the street to the establishment's front door.
- b. *Street-Facing Facades.* It is encouraged that street facing facades be lined with windows or other architecturally interesting and varied treatments. The primary entry(s) of uses in commercial, employment, and transit-oriented development areas should be encouraged, where possible, to be visible and accessible directly from a public street.
- c. *Walkway-Facing Facades.* The main entrance of all buildings without street edge facades should open directly onto a publicly accessible walkway. This walkway must directly connect to an adjacent street's sidewalk.
- d. *Parking.* Parking should be located and designed in such a manner that it provides a positive street edge and a desirable pedestrian environment. It should be designed such that the street edge is composed of building walls, landscaping, berming, knee walls or other edging techniques and materials. The edge treatment shall be evaluated on the following criteria:
 1. The quality of the pedestrian environment at the edge of the parking area.
 2. The quality of the visual appearance of the parking area from the street.
 3. Direct sight lines into the parking area from the adjacent street should not exceed 50 (fifty) percent.
 4. The impact of drive-through facilities on the edge of the parking area should be minimized.

Front Setbacks

Buildings may be allowed at the street edge for retail and office uses with appropriate architectural design especially as it concerns entryways, materials and massing, as a means to provide a positive pedestrian environment. Shading and other safety issues shall be considered in building location.

Projections

Special architectural features, such as bay windows, decorative roofs and miscellaneous entry features may project up to 3 feet into front setbacks, provided that they are not less than 9 feet above the sidewalk. Trellises, canopies and fabric awnings may project up to 5 feet into front setbacks, provided they are not less than 8 feet above the sidewalk.

Height

Variation in building height is encouraged. In appropriate locations, this variation may be accentuated by architectural and identity features which exceed, with appropriate City approvals, for limited areas, height limits. Shading and other safety issues shall be considered in building height.

Facades and Roof Form

- a. *Articulation* No wall should have a blank, uninterrupted length exceeding 30 feet without including one of the following: a revealed pilaster, change in texture, color or material, change in plane, window, lattice, or equivalent element.
- b. *Base and top treatments.* It is encouraged that all facades be organized into three sections having:
 1. A recognizable "base" consisting of (but not limited to): (a) thicker walls, (b) richly textured materials (e.g. tile or masonry treatments), (c) special materials such as ceramic tile, granite or marble, (d) darker colored materials, mullion, and/or panels, and/or (d) enriched landscaping that is permanently maintained.
 2. A recognizable "top" consisting of (but not limited to): (a) cornice treatments, (b) roof overhangs with brackets, (c) stepped parapets, (d) richly textured materials (e.g. tile or masonry treatments), and/or (e) differently colored materials; colored "stripes" are not acceptable as the only treatment.
- c. *Storefronts.* It is encouraged that primary facades be lined with windows or other architecturally interesting and varied treatments.
- d. *Entries.* Primary pedestrian entries should be clearly expressed with architectural and site planning features. Where possible, entryways should be sheltered from the elements.
- e. *Roof form.* Mechanical equipment should be integrated into the overall mass of a building by screening it on all sides behind parapets or by recessing equipment into hips, gables, parapets or similar features; plain boxes are not acceptable.
- f. *Service Areas.* Architectural or landscaping features shall be used to screen service areas from adjacent properties and streets. Screening features shall be integrated into the overall design of the project.

Materials

New buildings in town, village and neighborhood centers, commercial, employment, and transit-oriented development areas should include compatible and locally

prominent building materials used in a manner to create quality detailing and architectural interest.

- a. Buildings should have consistent materials and details on all sides.
- b. *Windows.*
 1. Windows should be inset a minimum of 2 inches from the exterior wall surfaces.
 2. Mirror glass may be used only in limited applications.
- c. *Simulated Materials.* Materials that are poorly simulated should be discouraged. Material changes should not occur at external corners, but may occur at "reverse" or interior corners or as a "return" at least two feet from external corners. Scored plywood (such as "T 111") should not be used.
- d. *Proper Application and Detailing.* Materials should be properly applied and correctly detailed, especially at the base of buildings, along cornices, eaves, parapets or ridgetops, and around entries and windows.
- e. *Durability.* Materials shall be demonstrated to be of a high quality and durability.

Parking

- a. *Landscaping.* Parking areas shall contain landscaping and pedestrian features which visually break up the parking lots.
- b. *Screening.* The perimeter of parking areas adjacent to streets and sidewalks should be screened with a low berm, wall, fence or similar feature a minimum of 30" in height (see also landscaping below).
- c. *Lighting.* Sufficient and safe lighting shall be provided using downcast lighting standards no taller than 20 feet, and preferably 12 feet, high.

Connecting Walkways

Connecting walkways should link street sidewalks with building entries through parking lots. They should meet the following minimum requirements:

- a. *Grading and Width.* Connecting walkways should be either grade separated from the parking lot, or delineated by a change in materials a minimum of 5 feet in width.
- b. *Landscaping.* Connecting walkways should be landscaped.
- c. *Lighting.* Connecting walkways should be equipped with lighting. Standards spaced a maximum of 30 feet apart, and a maximum of 12 feet tall are recommended. Bollard style lighting is also acceptable. Lighting design shall provide sufficient lighting to assure the safety of pedestrian walks and vehicular crosswalks.

- d. *Screening.* Any service areas (loading docks/storage areas) adjacent to connecting walkways or residential areas must be fully screened from view.

Landscaping, Screening and Street Furnishings

- a. *Parking Lot Frontage.* Where parking lots occur along streets, a landscaped area should be provided to minimize views of parked cars from the street and shall be permanently maintained. The landscaped edge at the street should be at least 10 feet wide. Within the landscaped buffer, trees should be planted at least 40 feet on-center. In addition, the landscape edge should include a screening feature, such as a short wall, fence, berm, or equivalent feature.
- b. *Shade Trees.* Broadleaf trees should predominate in parking areas and public plazas to provide shade in the summer and sun in the winter.
- c. *Screening Devices.* Shrubs and conifers should be used with architectural features to screen mechanical equipment, loading areas, etc.
- d. *Screening Loading Docks and Ground-Mounted Equipment.* Loading areas, transformers, heating units and other ground-mounted equipment shall be adequately screened with walls, fences or landscaping.
- e. *Accents.* Flowering annuals, perennials, shrubs and trees are encouraged to accent entrances, walkways plazas and parks.
- f. *Fountains and Artwork.* Fountains and artwork are encouraged in courtyards, parks and plazas.
- g. *Benches, Trash Receptacles and Transit Shelters.* These items should be made of durable, high quality materials which complement nearby buildings.

Fences and Walls

- a. *Pedestrian Access.* Provide an opening in fences and walls for walkways connecting directly to the street and avoid circuitous routes for pedestrians.
- b. *Materials and Detailing.* Walls visible from public streets, residential areas and walkways shall be constructed of durable materials.

Street Standards

Broomfield's streets constitute the fundamental building block of community life. Streets should be safe, comfortable and convenient for all travel modes: cars, pedestrians and bicyclists. New streets should minimize the width of travel lanes, use landscape strips to separate sidewalks from the curb, enclose the street with frequently-spaced street trees, and have pedestrian-scaled street lights. At the same time, street design should not compromise safety or emergency vehicle access.

Street Connections and Traffic Calming

- a. *Direct Routes to Local Destinations.* Street alignments shall provide multiple, direct routes to local destinations such as Neighborhood Centers, parks, and schools. Street alignments should not block travel from one edge of a neighborhood to another.
- b. *Connector Streets.* A network of "connector streets" should be planned within each neighborhood and inside the framework of arterials and parkways. Connector streets should provide linkages to Neighborhood Centers, parks, and schools, without requiring the use of arterials or parkways. Connections to the arterial/parkway network should be made approximately 1/8 to 1/4 mile as terrain permits. Neighborhoods should have a minimum of two entry/exit routes.
- c. *Traffic Calming.* Connections across neighborhoods shall not encourage fast, through-traffic. To slow traffic, stop signs, "T" intersections and other traffic calming measures should be used.

Street Types

New streets shall comply with the Street Standards and Right-of-Way Tables.

Functional Criteria

- a. *Street Performance.* Streets should not be wider than necessary to safely accommodate clearly demonstrated traffic demand. Each street's design should be based on its anticipated role,
- b. *On-Street Parking.* On-street parking shall be provided on all streets with the following exceptions:
 1. along Parkways and Arterials;
 2. In non-residential areas with a floor-to-area ratio below 0.15.

Where on-street parking is not present, a 4-foot shoulder/bike lane should be provided.

- c. *Emergency Vehicle Access.* An unobstructed path shall be provided on all streets to provide access for emergency vehicles. Bike lanes, breakdown lanes, and road shoulders shall be considered toward this requirement.
- d. *Conservation of Scenic Features.* Street standards may be modified to conserve scenic features, such as mature trees, topography and riparian vegetation.

Intersections

- a. *Curb radii and curb-to-curb distances.* Minimize curb-to-curb distances and reduce vehicular speeds at pedestrian crossings. Curb radii shall depend on design speeds and traffic volumes unless unique hazards can be demonstrated. Curb radii shall not exceed:

Local Streets	15 feet
Connector Streets	20 feet
Parkways and Arterials	35 feet

On-street parking may be replaced by curbed "bump outs" at intersections to further minimize curb-to-curb distances and provide additional planting areas.

- b. *Turn Lanes.* Narrowed medians and striped turn lanes should be used only where it can be demonstrated that more than temporary congestion is anticipated (Level of Service E or F).

Curbcuts and Driveways on Parkways and Arterials

- a. *Curbcuts.* Strongly discourage driveway curbcuts along Parkways and Arterials by providing vehicular access to homes or commercial buildings in one of three ways:
 - 1. mid-block alleys;
 - 2. frontage roads; or
 - 3. side street entries to parking areas.

Where none of these options is feasible, curbcuts should serve 2 or more parcels.

Street Trees

- a. *Planting Strips.* Street improvements shall include planting strips with street trees.
- b. *Types of Street Trees.* A mix of diverse species should be provided.
- c. *Addition of Street Trees in Existing Areas.* In existing areas, it shall be the City's policy to explore ways to add street trees. Strategies may include retrofitting planting strips, and encouraging tree planting on private yards.

City of Broomfield

Street Standards

Classification	Total Through Lanes	Design Speed (2)	Widths (1)						Plant Strip	Sidewalk	Setback & Utility Easement	Right - of - Way	
			Travel Lanes (Desirable)	Travel Lanes (Minimum)	Parking Lane	Bike Lane	Planted Median (3) (Raised)	Flush Median				Mid-Block	Intersection (Maximum)
Sheridan Parkway	4	45 mph	12 feet	11 feet	n/p	3 feet	20 feet	--	8 feet	8 feet	8 feet	130 feet	150 feet
Principal Arterial	4	45 mph	12 feet	11 feet	n/p	3 feet	16 feet	--	5 feet	8 feet	8 feet	120 feet	144 feet
Minor Arterial	2	40 mph	12 feet	11 feet	n/p	3 feet	16 feet	--	5 feet	8 feet	8 feet	96 feet	108 feet
Connector	2	25 mph	10 feet	--	6 feet	--	--	--	5 feet	5 feet	6 feet	57 feet	--
(two-sided parking) Alley	1	15 mph	16 feet	--	n/p	--	--	--	--	--	(outside of ROW)	16 feet	--

n/p -- Not permitted

(1) -- Curb and gutter (2.5 feet outside and 1.5 feet median) needs to be included in overall dimensions.

(2) -- Speed limit would generally be the same as the design speed or 5 mph less.

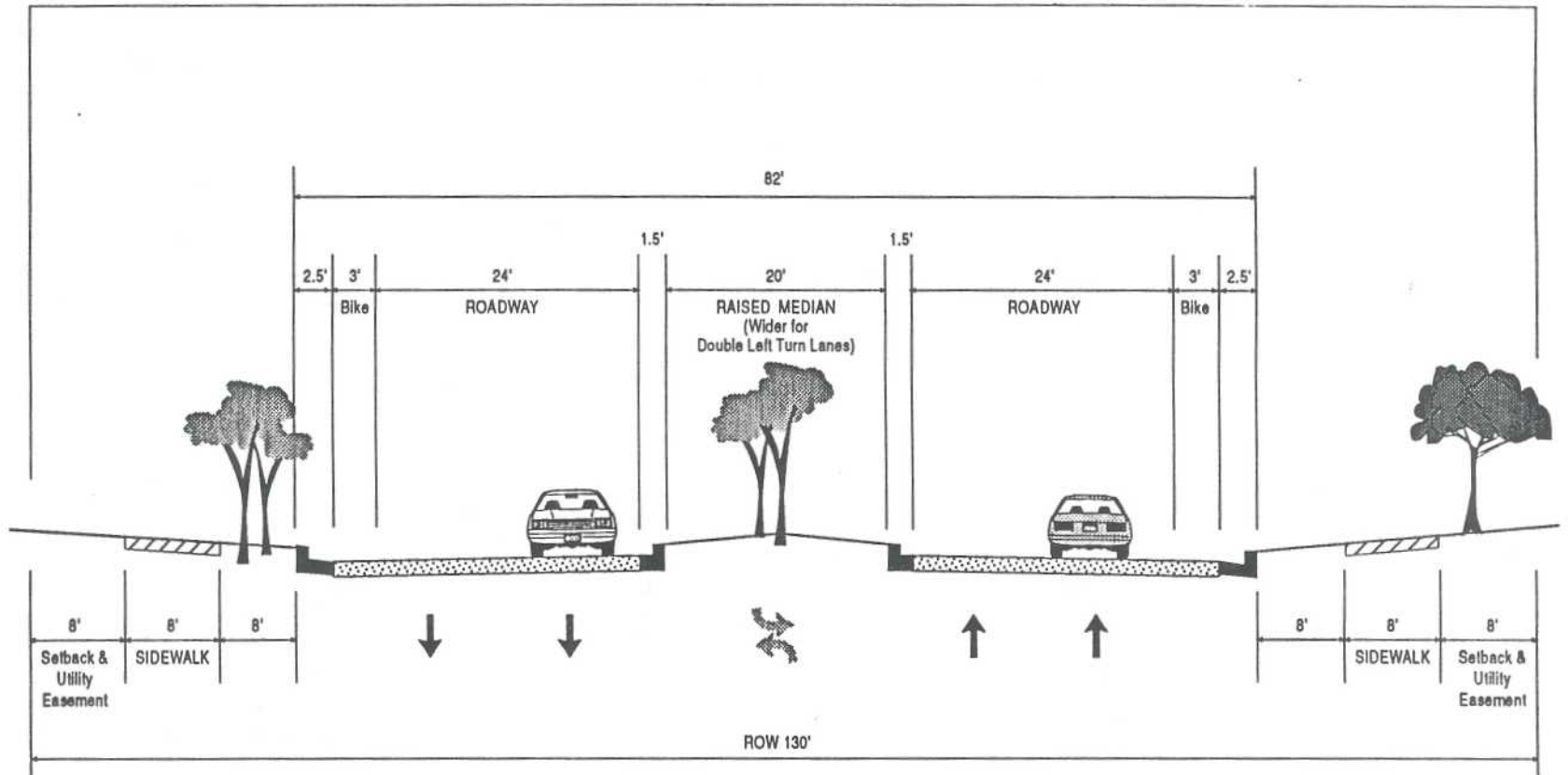
(3) -- 28 feet for dual left turn lanes

(4) -- 12 feet for left turn lane at appropriate intersections only.

City of Broomfield

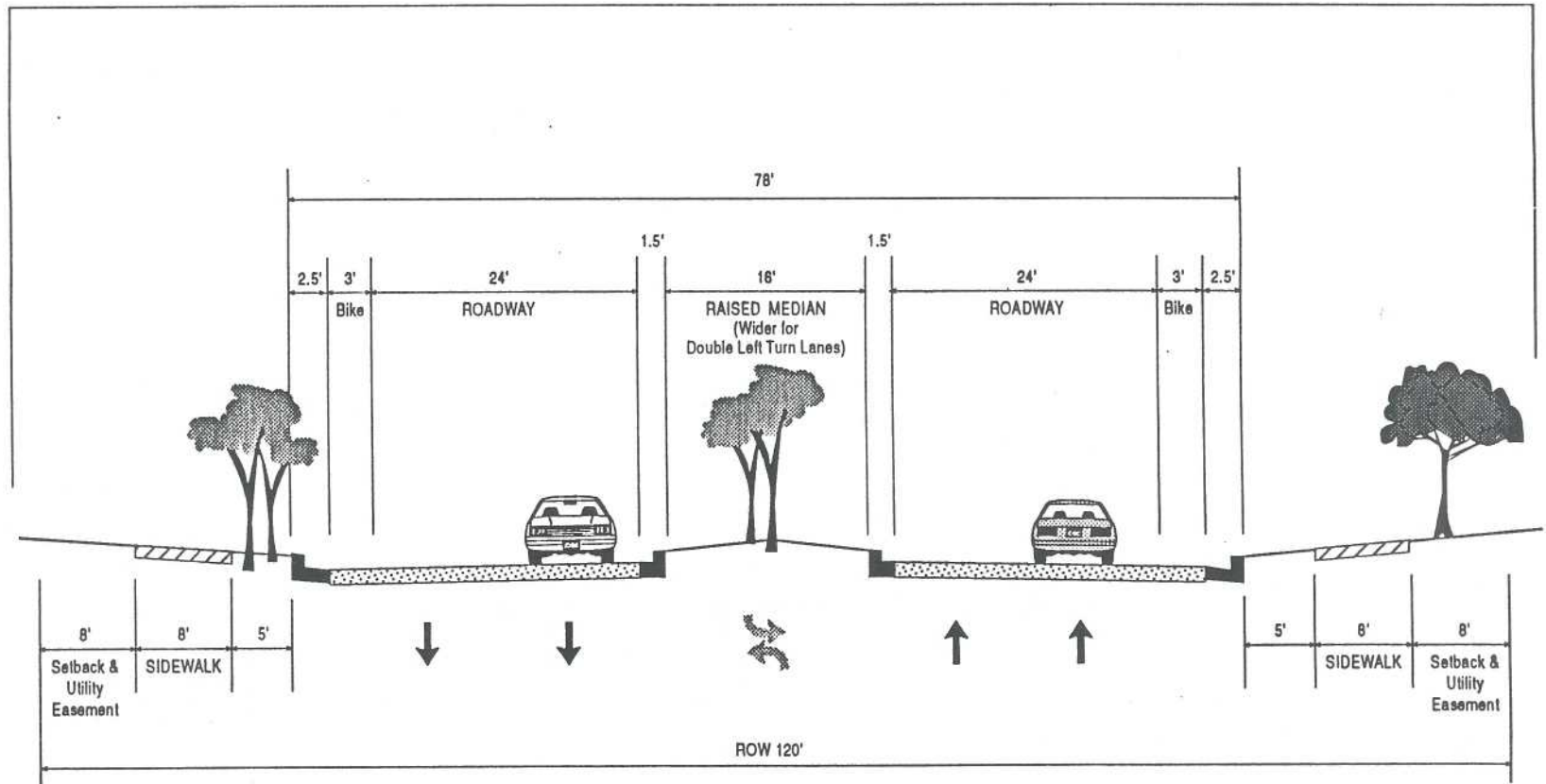
Right-of-Way Calculations

Classification	Total Through Lanes	Design Speed (2)	Roadway	Curb & Gutter	Median	Plant Strip	Sidewalk	Setbacks	Mid-Block (minimum) Total ROW	Additional Median for Turns	Outside (right) Turn Lane	Intersection (maximum) Total ROW
Sheridan Parkway	4	45 mph	54	8	20	16	16	16	130	8	12	150
Principal Arterial	4	45 mph	54	8	16	10	16	16	120	12	12	144
Minor Arterial	2	40 mph	30	8	16	10	16	16	96		12	108
Connector	2	25 mph	32	5		10	10		57			57
(two-sided parking) Alley	1	15 mph	16						16			16



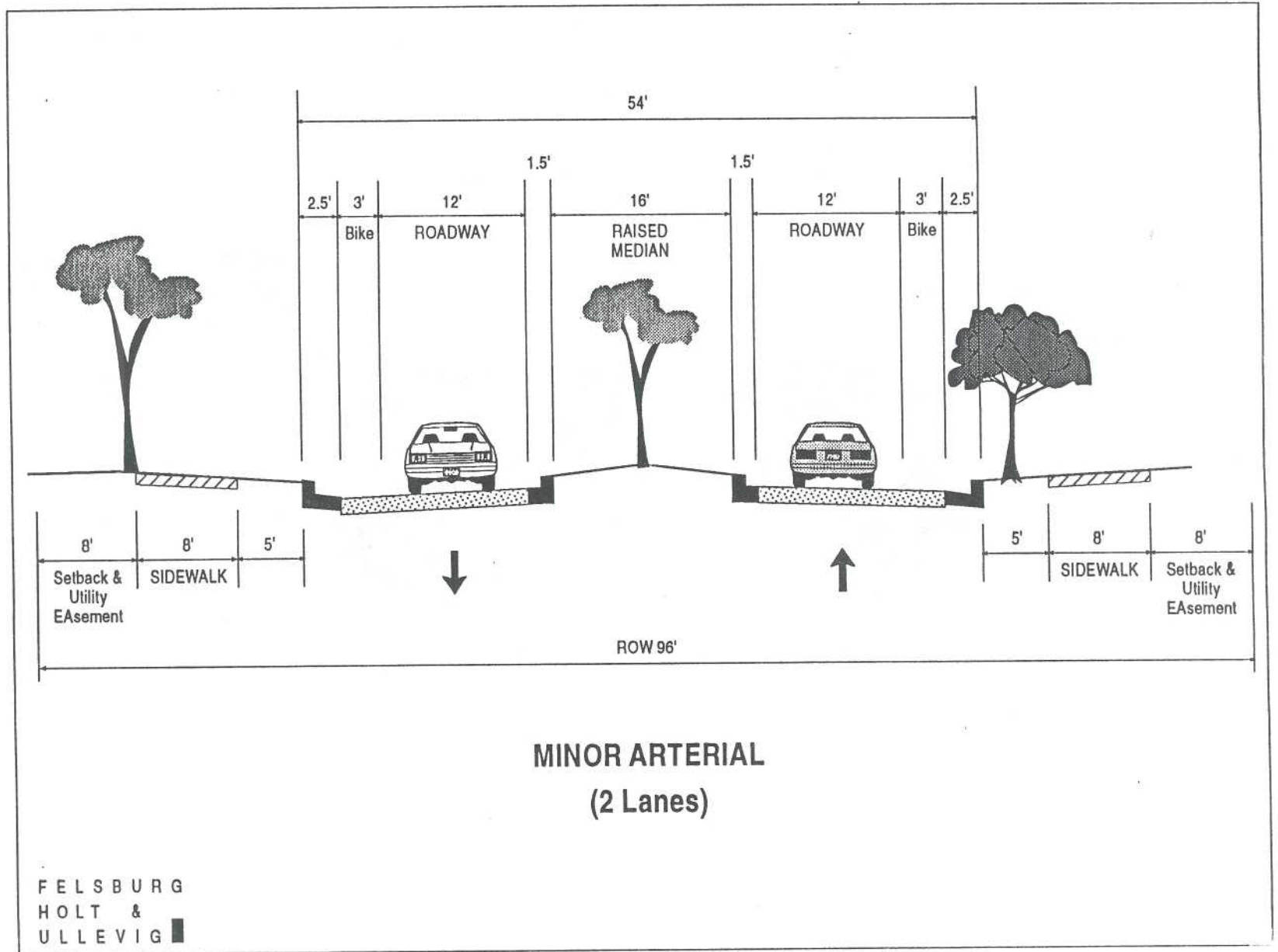
SHERIDAN PARKWAY

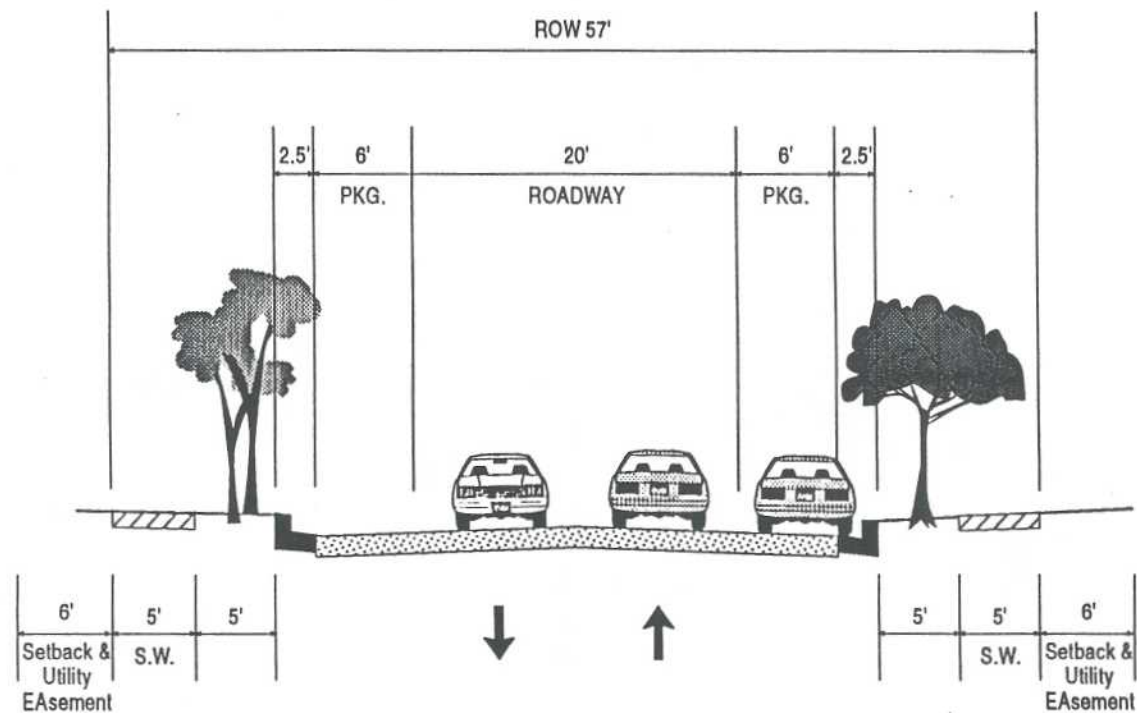
FELSBURG
HOLT &
ULLEVIG



PRINCIPAL ARTERIAL

FELSBURG
HOLT &
ULLEVIG ■





**TYPICAL CONNECTOR STREET
(2 LANE)**

FELSBURG
HOLT &
ULLEVIG ■

Amendments
to the
1995 Broomfield
Master Plan

RESOLUTION NO. 3-97

A RESOLUTION AMENDING THE CITY OF BROOMFIELD 1995 MASTER
PLAN AND APPROVING THE AIRPORT BUSINESS CENTER PUD PLAN/
PRELIMINARY PLAT

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BROOMFIELD,
COLORADO:

Section 1. The City of Broomfield 1995 Master Plan is hereby amended by changing the land use designation on the southern portion of the Airport Business Center PUD from Open Space to Employment.

Section 2. Pursuant to the provisions of chapter 16-16 and article II of chapter 17-38 of the Broomfield Municipal Code, the Airport Business Center PUD Plan/Preliminary Plat is hereby approved.

Section 3. This resolution is effective upon its approval by the city council.

APPROVED on January 14, 1997.

CITY OF BROOMFIELD, COLORADO

William M. Berens
Mayor

ATTEST:

Vicki Man
City Clerk

APPROVED AS TO FORM:

Ray L. Howard
City Attorney



As amended 2/11/97

RESOLUTION NO. 118-96

A RESOLUTION AMENDING THE CITY OF BROOMFIELD 1995 MASTER PLAN,
AND APPROVING THE 144TH AND SHERIDAN PUD PLAN/PRELIMINARY PLAT

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BROOMFIELD,
COLORADO:

Section 1. The City of Broomfield 1995 Master Plan is hereby amended by changing the
land use designation as noted on Exhibit A attached hereto.

Section 2. Pursuant to the provisions of chapter 16-16 and article II of chapter 17-38 of the
Broomfield Municipal Code, the 144th and Sheridan PUD Plan/Preliminary Plat is hereby
approved.

Section 3. This resolution is effective upon its approval by the city council.

APPROVED on February 11, 1997.

CITY OF BROOMFIELD, COLORADO

William M. Berens
Mayor

ATTEST:

Vicki May
City Clerk



APPROVED AS TO FORM:

Janice L. Haas, Assistant City Attorney
City Attorney

**FINDINGS FOR APPROVAL FOR THE 144th AND SHERIDAN
P.U.D. PLAN/PRELIMINARY PLAT**

1. Consistency with the Master Plan.

The Master Plan for the City of Broomfield is governed by chapter 17-58 of the Broomfield Municipal Code. Pursuant to section 17-58-010, the Master Plan is "general" in nature. Pursuant to section 17-58-010(B), the Master Plan may be amended, extended, or added to from time to time by the City Council. The proposed P.U.D. for 144th Avenue and Sheridan Parkway is consistent with the 1995 Master Plan in the following respects:

- (a) It provides for the alignment of the Northwest Parkway.
- (b) It provides for the extension of Sheridan Parkway to the north, providing a link to Northern Broomfield.
- (c) It provides for an extensive open space network including undeveloped open space within the Green Edge (an identifiable permanent edge or boundary to the City), includes corridors of natural open space separating development parcels, two Gateway Parks, and one Neighborhood Park, a wildlife habitat, and landscaped parkways.
- (d) It provides significant playfields available for public use within the private high school site.
- (e) It provides interconnected neighborhoods providing a variety of housing types and densities.

2. Mitigation of Potential Negative Impacts on Nearby Properties, Other Areas of the City, and the City as a Whole.

The proposed P.U.D. Plan/Preliminary Plat mitigates potential negative impacts by providing for a corridor for the Northwest Parkway, the extension of Sheridan Parkway to the north, (with a buffer between the Parkway and Pony Estates) and the improvement of 144th Avenue (Dillon Road) along the south perimeter of the Property as a "Principal Arterial." Developer improvements to Sheridan Parkway will be constructed as development of the area occurs to the north. Developer

RESOLUTION NO. 38-97

A RESOLUTION AMENDING THE
1995 BROOMFIELD MASTER PLAN

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BROOMFIELD,
COLORADO:

Section 1. Pursuant to the provisions of section 17-58-030 of the Broomfield Municipal Code, the 1995 Broomfield Master Plan adopted by the Broomfield City Council on November 28, 1995, Resolution No. 142-95 and amended on August 27, 1996, Resolution No. 98-96, and November 12, 1996, Resolution No. 152-96, is amended to change the land use designation in the area of the northwest corner of State Highway 7 and Interstate 25 from Employment, Park and Ride, and Open Space to Regional Commercial, Park and Ride, and Open Space.

Section 2. This resolution is effective upon its approval by the City Council.

ADOPTED on March 11, 1997

CITY OF BROOMFIELD, COLORADO

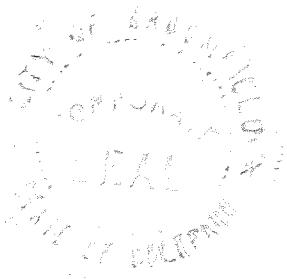
William M. Berens
Mayor

ATTEST:

Vicki May
City Clerk

APPROVED AS TO FORM:

Ray L. Howard
City Attorney



RESOLUTION NO. 212-97

A RESOLUTION AMENDING THE CITY OF BROOMFIELD 1995 MASTER PLAN,
APPROVING THE CHATEAUX AT FOX MEADOWS PLANNED UNIT DEVELOPMENT
(PUD) PLAN, SITE DEVELOPMENT PLAN AND FINAL PLAT AND APPROVING THE
SUBDIVISION AGREEMENT THEREFOR

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BROOMFIELD,
COLORADO:

Section 1. The City of Broomfield 1995 Master Plan is hereby amended by changing the
land use designation as noted on Exhibit A attached hereto.

Section 2. Pursuant to the provisions of chapter 16-20 and articles II and III of chapter 17-
38 of the Broomfield Municipal Code, The Chateaux at Fox Meadows Planned Unit
Development (PUD) Plan, Site Development Plan, and Final Plat are hereby approved.

Section 3. The mayor or mayor pro tem is authorized to sign and the city clerk to attest, in
form approved by the city attorney, a subdivision agreement, which is attached hereto, by
and between the City of Broomfield and Jim J. Fromi and Margaret M. Fromi.

Section 4. This resolution is effective upon its approval by the city council.

APPROVED on November 11, 1997.

CITY OF BROOMFIELD, COLORADO

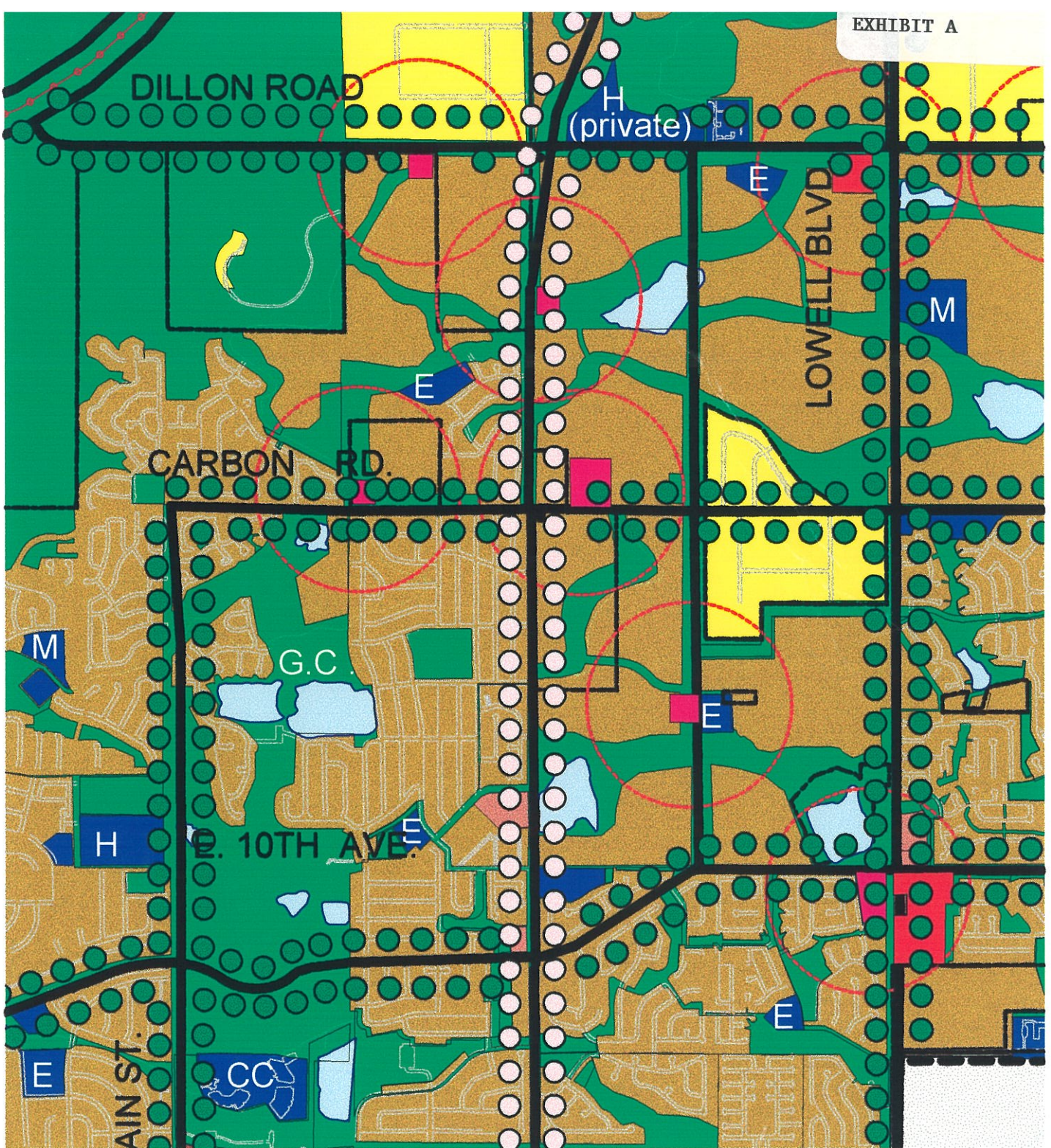
William M. Bevens
Mayor

ATTEST:

Vicki Mearns
City Clerk

APPROVED AS TO FORM:

Roy L. Howard
City Attorney



- OPEN SPACE GREENWAYS
- ADJACENT OPEN SPACE
- TOWN CENTER
- VILLAGE CENTER
- NEIGHBORHOOD CENTER
- TRANSIT ORIENTED DEVELOPMENT
- REGIONAL COMMERCIAL
- MIXED USE COMMERCIAL
- EMPLOYMENT
- NEIGHBORHOOD RESIDENTIAL
- RURAL RESIDENTIAL
- PUBLIC COMMUNITY CENTER
- HIGH SCHOOL
- MIDDLE SCHOOL
- ELEMENTARY SCHOOL
- AGRICULTURE
- TRANSIT CENTER
- PARK AND RIDE
- ADJACENT CITY LIMITS
- ADJACENT CITIES

- FUTURE BUS LT RAIL
- BROOMFIELD TRAIL
- COMMUTER RAIL
- VILLAGE RESIDENTIAL AREA
- DITCH
- STREAMS
- Planning Area
- BROOMFIELD CITY LIMITS
- ADJACENT CITY LIMITS
- SHERIDAN PARKWAY
- SECONDARY PARKWAY
- Lakes

Modified and Derived from the

1995

Broomfield Master Plan

Broomfield, Colorado



A Sec 19
SW 1/4

15

Res 212-97

CITY OF BROOMFIELD SUBDIVISION AGREEMENT
FOR
THE CHATEAUX AT FOX MEADOWS FINAL PLAT

THIS AGREEMENT, made and entered into this 11th day of November, 1997, by and between the CITY OF BROOMFIELD, COLORADO, a Colorado municipal corporation, (the City), and JIM J. FROMI & MARGARET M. FROMI, (the Developer).

WHEREAS, Developer is the owner of a parcel of property (the Subdivision) situated in the City of Broomfield, the description of which is set forth in Exhibit A, and is incorporated herein by this reference; and

WHEREAS, Developer has designated the Subdivision as The Chateaux at Fox Meadows and wishes to obtain the City's approval of a final plat, a copy of which is attached hereto as Exhibit B and is incorporated herein by this reference;

NOW, THEREFORE, in consideration of the premises cited hereinabove and the mutual covenants and promises contained herein, the sufficiency of which is acknowledged, the parties hereto agree as follows:

1.0 Improvements. Developer shall furnish and install at its own expense, the improvements described on the Schedule of Improvements in Exhibit C (the Improvements), which is attached hereto and incorporated herein by this reference. The originals of maps appended to Exhibit C are filed with the city clerk.

1.1 Design and Construction. Construction of the Improvements shall be in strict conformance with the plans to be prepared by Developer and reviewed and accepted by the city engineer and with all policies, standards, and standards and specifications adopted by the City relating thereto. The city engineer's review and acceptance of the plans shall not limit or affect Developer's responsibility for design and construction.

1.2 Testing. Developer shall employ, at its own expense, a qualified testing company, previously approved by the City, to perform all testing of materials or construction that may be required by the City and shall furnish copies of test results to the city engineer.

1.3 Inspection. At all times during construction of the Improvements, the City shall have the right, but not the duty, to inspect materials and workmanship, and all materials and work shall conform to the accepted plans and specifications. Any material or work not conforming to the accepted plans and the City of Broomfield *Standards and Specifications for Design and Construction of Public Improvements* (Standards and

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BK: 5268 PG: 0412-0426
76.00 DOC FEE: 0.00
ROBERT SACK

ADAMS CO

FINAL PLAT

SHEET 1 OF 2

N89°05'34"E

1202.33°

FOUND #5 REBAR

: 19
CAP

58'41"W
71.87

FOUND #5 REBAR W/ ALUM.
CAP LS 5112

FOUND #5 REBAR W/ ALUM.
CAP LS 5112

N88°57'42"E

636.68¹

FOUND #5 REBAR W
CAP LS 5112

LOT 1
92,931.23 SF
2.133 AC

LOT 2
27,499.39 SF
0.631 AC

LOT 3
32.227.41 SF
0.740 AC

LOT 6
88,834.66 SF
2.039 AC

TRACT A
47,701.77 SF
1.095 AC

LOT 4
68,521.39 SF
1.573 AC

LOT 5
49,732.09 SF
1.142 AC

TRACT B

11,498.63 SF

S88°57'59"W

638.84

WEST 136TH AVE. (60' R.O.W.)

SOUTH LINE OF SEC 19

S88°57'59"W

S00°55'24"
30.00'

RESOLUTION NO. 191-97

A RESOLUTION AMENDING THE LAND USE MAP, THE
SETTING AND TRENDS SECTION, AND THE GOALS AND
POLICIES SECTION OF THE 1995 BROOMFIELD
MASTER PLAN

BE IT RESOLVED BY THE BROOMFIELD CITY COUNCIL, CITY OF BROOMFIELD,
COLORADO:

Section 1. Pursuant to the provisions of section 17-58-030 of the Broomfield Municipal Code, the amendments to the Land Use Map, portions of the Setting and Trends Section and the Goals and Policies Section attached hereto as Exhibit A is adopted as a successive part of the 1995 Broomfield Master Plan.

Section 2. This resolution is effective upon its approval by the City Council.

Approved on November 25, 1997

CITY OF BROOMFIELD, COLORADO

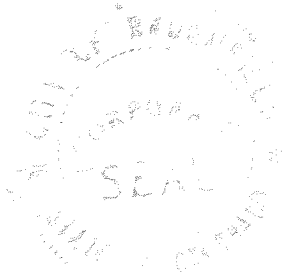
William M. Bevens
Mayor

ATTEST:

Vicki Marx
City Clerk

APPROVED AS TO FORM

Imge R. Haas, Assistant City Attorney
City Attorney



efficient access to the Interlocken Business Park and to a limited degree, provide relief at the existing Broomfield Interchange. In addition, a lack of continuity of the street system exists due to insufficient east - west corridors. There are few continuous streets designed to connect the major residential portions of the city with commercial districts and regional highways. Additional east-west collector and arterial roadways are necessary to link the community together and reduce existing circulation problems.

- 2) **Upgrades Needed for North - South Roadways:** Continuity does exist in the north-south street system of Broomfield. The existing street sizes, however, will probably not be sufficient as additional traffic is generated by growth. One concern is that existing residential uses front many of these streets with driveways. In addition, present two lane streets may need to be widened.
- 3) **Proposed Northwest Parkway:** The northwest segment of the Denver metropolitan beltway system has been proposed in past studies, sponsored by DRCOG, to be located in the northern portion of Broomfield, connecting with the E-470 section of the beltway corridor near 160th Avenue. This limited access roadway, would provide an efficient connection between the Boulder Turnpike and I-25, as well as a better linkage to the Denver International Airport. The proposed alignment, though, has the potential to divide the city's northern growth area and negatively affect the continuity of new neighborhoods. An opportunity exists, however, to slightly modify the proposed alignment, moving it to the north of 160th Avenue as it passes through the Adams County portion of Broomfield, then connecting again with the proposed alignment through the existing and proposed Boulder County Open Space.

northern-most Community Center, and the new northern Village Center. Its design will reflect its special importance in the community.

Policy 9.4 The remaining arterial-status streets within the city shall be designed as secondary parkways. These streets will receive special design treatment, as identified in the Master Plan Design Guidelines and Standards.

Policy 9.5 When the Northwest Parkway is constructed west of Interstate 25, its alignment shall be ~~moved north of 160th Avenue~~, as shown on the Master Plan Map. It would then extend through the Boulder County open space to link with 144th Avenue and then into the 96th Street interchange. This limited access surface thoroughfare should be designed to minimize impacts on adjacent neighborhoods, yet facilitate through traffic connections to both the 96th Street interchange and the planned Mixed-Use/Commercial district.

Policy 9.6 It shall be the City of Broomfield's policy to plan for interchanges along I-25 at the following locations:

- 120th Avenue
- 144th Avenue
- E-470/Northwest Parkway
- Highway 7

Discourage interchanges along I-25 at 128th and 136th Avenues due to adverse impacts on Broomfield.

BROOMFIELD PLANNING AREA
STATISTICAL SUMMARY OF PLAN

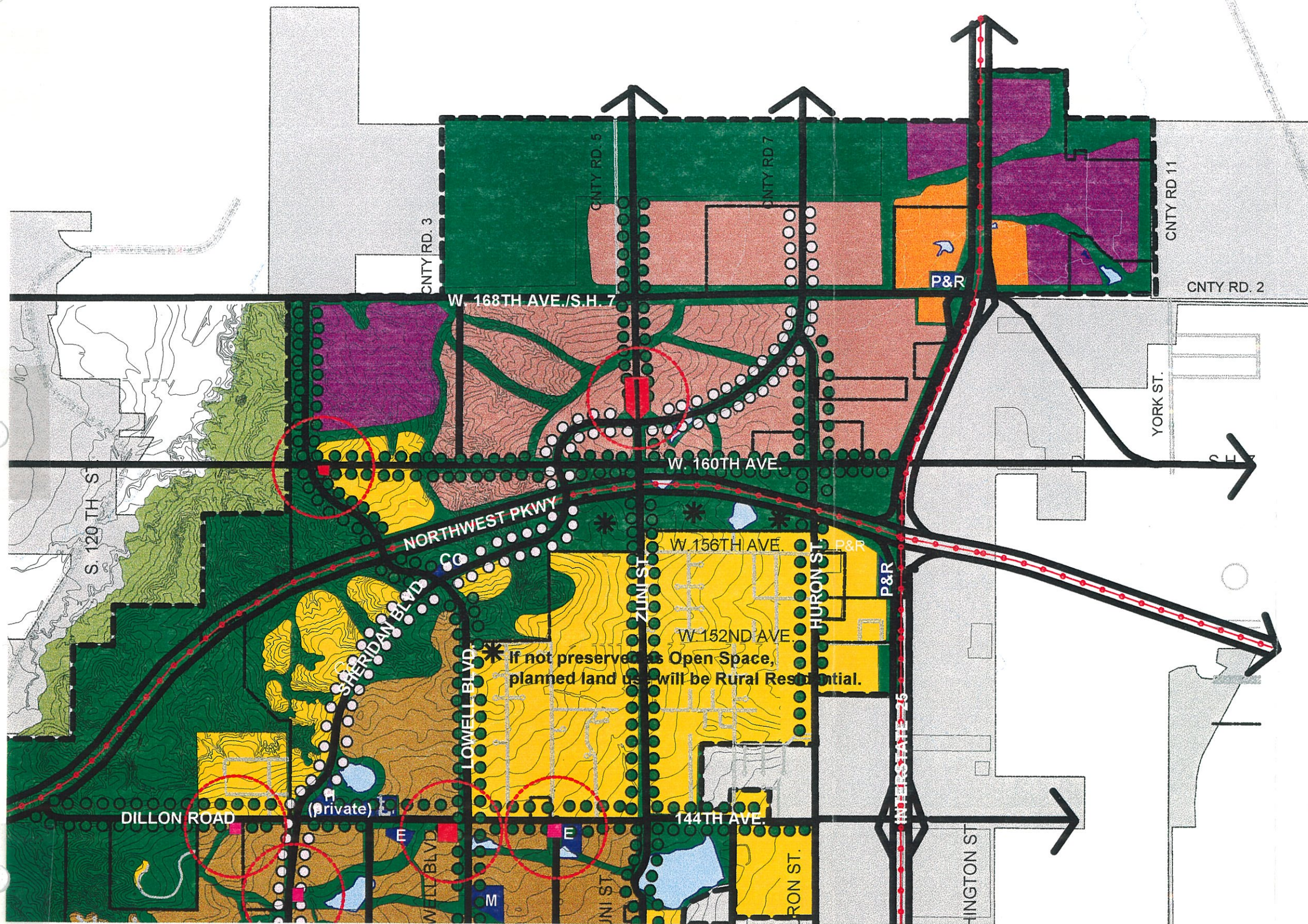
LAND USE DESIGNATION

PROJECTED MAXIMUM BUILD-OUT

COMMERCIAL & EMPLOYMENT	Site Acreage (acres)	Average Density (du/ac)	Dwelling Units	Population	Jobs/Acre	Jobs
Town Center	129	15	164	328	varies	1,168
Village Center	56				20	1,120
Neighborhood Center	35				20	700
Regional Commercial	326				15	4,890
Transit Oriented Development	290	10	290	580	varies	3,329
Mixed Use/Commercial	2,311	8	1,849	3,698	varies	25,226
Employment	2,730				9	24,570
Sub-Total	5,877		2,303	4,606		61,003
RESIDENTIAL						
Village Residential	762	6	4,572	10,973		
Neighborhood Residential	4,387	4	17,548	49,134		
Rural Residential	2,769	0.3	831	2,326		
Sub-Total	7,918		22,951	62,433		
PUBLIC						
High School	40					
High School (private)	40					
Middle School	66					
Elementary School	81					
Community Center	1,169					
Park & Ride/Transit	56					
Open Lands	11,352					
Other Public	22					
Sub-Total	12,826					
Total New and Existing	26,621	3.46 du/ac	25,254	67,039		61,003
Existing City of Broomfield 1997	13,795		12,275	34,394		12,000
Total New	12,826		12,979	32,645		49,003

Notes

- * Numbers may not add due to rounding
- * The Broomfield Planning Area is larger than the City of Broomfield. For planning purposes, it includes land that is not annexed to the City. For this reason, actual growth may be less.
- * The densities illustrated in this table are for calculation purposes only. The Average Densities are not a minimum or maximum density, by an average of densities within each designation. This reflects a desire for a mix of housing types within neighborhoods, while maintaining a predominately single-family character. The overall average density for the Planning Area is approximately 3.46 du/gross residential acre (existing overall residential density within the City is 3.95 du/acre). Additional density reductions will be made for future parks, roads and commercial areas.
- * The Rural Residential areas are to be developed as a mix of 2 to 10 acre lots with building sites to be clustered. (Build-out calculations are based on an average of 5 acre lots.)
- * Mixed use/Commercial includes retail commercial, professional office space and high density housing.



LEGEND:

- OPEN SPACE GREENWAY
- ADJACENT OPEN SPACE
- TOWN CENTER
- VILLAGE CENTER
- NEIGHBORHOOD CENTER
- TRANSIT ORIENTED DEVELOPMENT
- REGIONAL COMMERCIAL
- MIXED USE COMMERCIAL
- EMPLOYMENT
- NEIGHBORHOOD RESIDENTIAL
- RURAL RESIDENTIAL
- PUBLIC COMMUNITY CENTER
- HIGH SCHOOL
- MIDDLE SCHOOL
- ELEMENTARY SCHOOL
- AGRICULTURE
- TRANSIT CENTER
- PARK AND RIDE
- ADJACENT CITY LIMITS
- ADJACENT CITIES
- FUTURE BUS LT RAIL
- BROOMFIELD TRAIL
- COMMUTER RAIL
- VILLAGE RESIDENTIAL AREA
- DITCH
- STREAMS
- Planning Area
- BROOMFIELD CITY LIMITS
- ADJACENT CITY LIMITS
- SHERIDAN PARKWAY
- SECONDARY PARKWAY
- Lakes

November 25, 1997

1995 Broomfield Master Plan Broomfield, Colorado

November 28, 1995



0 1000 2000 3000 4000 5000 Feet

5 (b)
Memorandum No. 396-97
Resolution No. 220-97

For the Mtg of 11-25-97

THE

BROOMFIELD

T O W N C E N T R E

DEVELOPMENT STANDARDS & DESIGN GUIDELINES

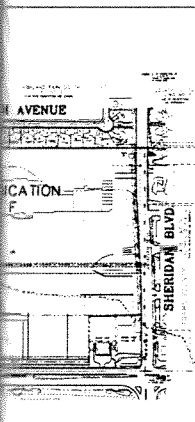
RECEIVED

NOV 14 1997

PLANNING

TOWN CENTRE MENT PLAN \ WAL PLAN

T F OF THE
NTRE FINAL PLAT,
-HALF OF SECTION 36,
CITY OF BROOMFIELD,
STATE OF COLORADO



SITE DATA SUMMARY

1. ACREAGE: 18.36 (799762 SF)
2. FLOOR AREA RATIO: 0.34 (271918 SF / 799762 SF)
3. NUMBER OF DWELLING UNITS 283
4. DWELLING UNITS / GROSS ACRE 15.41 (283 / 18.36)
5. BUILDINGS/ACRE: 1.14 (21 / 18.36)
6. BLDG. COVERAGE 17.8% (142111 SF / 799762 SF)
PARKING AND DRIVES 26.3% (210599 SF / 799762 SF)
OPEN AREAS 55.9% (447066 SF / 799762 SF)
7. SETBACKS: (PER P.U.D.)
PRINCIPAL:
FRONT 20' MIN.
CORNER 20' MIN.
SIDE 10' MIN.
REAR 10' MIN.
ACCESSORY:
FRONT 20' MIN.
SIDE 10' MIN.
REAR 5' MIN.
8. MINIMUM FLOOR AREA 700 SF
9. MAXIMUM BLDG. HEIGHT 45'
10. PRINCIPAL AND ACCESSORY USES:
MULTIFAMILY DEVELOPMENT AND ACCESSORY STRUCTURES.
11. ELEMENTS OF THE CONSTRUCTION, LOCATION, DESIGN, USE, OR OPERATION OF LAND OR BUILDINGS NOT SPECIFICALLY SHOWN ON THE APPROVED SITE DEVELOPMENT PLAN IN GRAPHIC OR WRITTEN FORM SHALL CONFORM TO THE REQUIREMENTS OF THE APPROVED BROOMFIELD TOWN CENTRE P.U.D. ITEMS NOT COVERED IN THE P.U.D. OR THIS PLAN WILL FALL UNDER THE REQUIREMENTS OF CHAPTERS 14-17 OF THE BROOMFIELD DEVELOPMENT CODE.
12. COMMON AREA MAINTENANCE
MAINTENANCE OF ON-SITE COMMON AREAS WILL BE BY APARTMENT MANAGEMENT. MAINTENANCE OF THE PRIVATE ACCESS ROAD FROM 1ST AVENUE (INCLUDING CURB, GUTTER, SIDEWALKS AND LANDSCAPING) WILL BE BY JOINT MAINTENANCE AGREEMENT WITH THE OWNERS OF THE SENIOR LIVING CENTER TO THE WEST.

DATE	REVISION
8-14-97	11-12-97
8-14-97	11-12-97
8-14-97	11-12-97
8-14-97	11-12-97
8-14-97	11-12-97
8-14-97	11-12-97
10-8-97	11-12-97
10-8-97	11-12-97

5 (c)
Memorandum No. 398-97
Resolution No. 222-97

For the Mtg of 11-25-97

DATE OF PREPARATION:

NOVEMBER 12, 1997

PROJECT INTENT:

THE JEFFERSON AT TOWN CENTRE CONSISTS OF 283 HIGH QUALITY, LUXURY APARTMENT HOMES AS PART OF THE BROOMFIELD TOWN CENTRE MIXED USE DEVELOPMENT. THE COMMUNITY WILL INCORPORATE A SIGNIFICANT LEVEL OF AMENITY FEATURES INCLUDING GATED SECURITY, DIRECT ACCESS GARAGES, FULL FEATURE CLUB HOUSE WITH SWIMMING POOL AND PEDESTRIAN ACCESS TO THE ADJACENT RECREATIONAL AND RETAIL FACILITIES. A FOUR ACRE, ONE HUNDRED AND FIFTY FOOT LANDSCAPED OPEN AREA HAS BEEN DEDICATED TO THE CITY AS A PEDESTRIAN LINK BETWEEN THE PARK AND THE RETAIL CORE OF THE DEVELOPMENT AND AS A BUFFER TO THE SINGLE FAMILY HOMES TO THE NORTH.

ZONING:

BROOMFIELD TOWN CENTRE P.U.D. AS APPROVED BY BROOMFIELD CITY COUNCIL, AUGUST 13, 1991.

LIST OF DEVIATIONS:

MAXIMUM BUILDING HEIGHT REQUESTED TO BE 45 FEET VERSUS 40 FEET PER APPROVED P.U.D.

JUSTIFICATION FOR DEVIATION IN BUILDING HEIGHT:
THE OVERALL ARCHITECTURAL CHARACTER OF THE PROJECT IS HIGH END RESIDENTIAL IN NATURE. THE THREE STORY BUILDING PROPOSED INCORPORATES NINE FOOT CEILINGS AND ROOF PITCHES OF 6:12, REMINISCENT OF HIGHER QUALITY SINGLE FAMILY HOMES. IN ORDER TO ACHIEVE THESE KINDS OF AMENITIES, THE JEFFERSON AT TOWN CENTRE IS REQUESTING A DEVIATION FROM THE MAXIMUM BUILDING HEIGHT OF 40 FEET TO A MAXIMUM OF 45 FEET.

APPROVALS:

LAND USE REVIEW COMMISSION CERTIFICATION:

THIS SITE DEVELOPMENT PLAN IS RECOMMENDED FOR APPROVAL BY THE CITY OF BROOMFIELD LAND USE REVIEW COMMISSION THIS ____ DAY OF ____

CHAIRMAN

CITY COUNCIL CERTIFICATION:

THIS SITE DEVELOPMENT PLAN IS RECOMMENDED FOR APPROVAL BY THE CITY OF BROOMFIELD CITY COUNCIL THIS ____ DAY OF ____

CITY CLERK

MAYOR

RECORDING INFORMATION:

CLERK AND RECORDER'S CERTIFICATE

STATE OF COLORADO)
COUNTY OF BOULDER)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT ____ O'CLOCK ____ THIS DAY OF ____ A.D. ____ AND IS DULY RECORDED IN PLAN ____

FILE ____ FILM ____ NO. ____

FEES \$ ____ PAID.

BY: RECORDER

DEPUTY

THIS URBAN RENEWAL PLAN IS HEREBY APPROVED BY THE BROOMFIELD URBAN RENEWAL AUTHORITY THIS ____ DAY OF ____ , 1997.

CHAIRMAN

SECRETARY

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NOV 15 1997

PLANNING

SHEET 1

For the Mtg of 11-25-97

JPI

November 14, 1997

Ms. Teri Malies
Current Planner
City of Broomfield
One DesCombes Drive
Broomfield, CO 80038-1415

Re: Jefferson at Town Centre

RECEIVED

NOV 15 1997

Dear Teri:

PLANNING

It is a pleasure to submit the Site Development Plan/Urban Renewal Plan of The Jefferson at Town Centre, for the City Council hearing on November 25, 1997. We have included, pursuant to your request, five full size copies of the plans and twenty-five copies of the plans reduced to 11"x17". We have incorporated the conditions requested by the Land Use Review Commission and we are requesting the addition of a few items to the Site Development/Urban Renewal Plan.

The items requested by the L.U.R.C. include the following:

- We have added columns at 100 feet on center, to the fence along the east side of the entry road.
- We have added 20% more trees to the buffer area, with the majority specified as evergreens.
- We have added the pedestrian connection to the southeast corner of our site, which now provides access to the relocated plaza area adjacent to the future retail of Phase 2.
- We have changed the 8 foot walk in the buffer to a 10 foot walk.
- We have added a chimney detail to the rear elevations of the two story buildings to provide interest to the buildings along the north property line.
- We have revised notes 4 and 5 to reflect the appropriate wording.

The items we are requesting to be added include:

- 1) Currently the project incorporates 60% garages for the apartment homes and two car garages for the townhomes. We would propose to add carports to the plan to achieve a covered parking space for each apartment unit, including the garages. We would ask that this addition be optional to allow us the flexibility to respond to market conditions.
- 2) We would propose to add a secondary entry monument at the northeast corner of First Avenue and the north-south entry road (north of the bridge over the drainage way). We also would ask that this addition be optional depending on the need for additional exposure to traffic along First Avenue.

5 (c)
Memorandum No. 357
Resolution No. 222-97

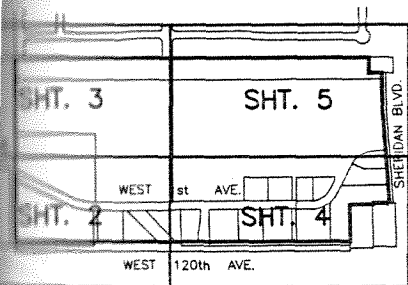
For the Mtg of 11-25-97



TOWN CENTRE URBAN RENEWAL PLAN

36, TOWNSHIP 1 SOUTH, RANGE 69 WEST
AN, CITY OF BROOMFIELD
ATE OF COLORADO

17



SHEET LAYOUT
(SITE PLAN)

PLAZA AND LOTS 1-11, 14, 15A, 16 AND 17 IN PHASE 2
DEVELOPMENT (SHOWN ON SHEET 5) ARE CONCEPTUAL ONLY
AND ARE SUBJECT TO REVIEW UNDER A SEPARATE DEVELOPMENT
PLAN.

BROOMFIELD TOWN CENTRE WORKING WITH STAFF WILL SUPPLY
A SUITABLE PLAN FOR RELOCATION OF EXISTING WILDLIFE.

5 (b)

Memorandum No. 396-97
Resolution No. 220-97

For the Mtg of 11-25-97

EXISTING ZONING

PUD

PROPOSED ZONING

PLANNED UNIT DEVELOPMENT - MIXED USE

APPROVALS

RECOMMENDED FOR APPROVAL BY THE LAND USE REVIEW COMMISSION OF THE CITY OF BROOMFIELD
THIS ____ DAY OF ____, 1997

CHAIRMAN

SECRETARY

APPROVED BY THE CITY COUNCIL OF THE CITY OF BROOMFIELD THIS ____ DAY OF ____, 1997

MAYOR

ATTEST: CITY CLERK

STATE OF COLORADO)

COUNTY OF _____)

HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD IN MY OFFICE ON THE ____ DAY OF
____, 1997 IN BOOK NO. _____, RECEPTION NO. _____

CLERK & RECORDER

DEPUTY

SURVEYOR'S DECLARATION

I, DUWAYNE M. PHILLIPS, A DULY REGISTERED LAND SURVEYOR IN THE
STATE OF COLORADO, DO HEREBY DECLARE THAT THIS PLAT OF THE
BROOMFIELD TOWN CENTRE, TRULY AND CORRECTLY REPRESENTS THE
RESULTS OF A SURVEY MADE UNDER MY DIRECT RESPONSIBILITY, CHECKING
AND SUPERVISION, AND THAT SAID SURVEY WAS PERFORMED IN ACCORDANCE
WITH COLORADO STATE LAW.

DUWAYNE M. PHILLIPS
REGISTERED PROFESSIONAL LAND SURVEYOR
COLORADO STATE PLS NO. 9329
FOR AND ON BEHALF OF ROCKY MOUNTAIN CONSULTANTS, INC.

THIS URBAN RENEWAL PLAN IS HEREBY APPROVED BY THE BROOMFIELD
URBAN RENEWAL AUTHORITY THIS ____ DAY OF ____, 19__

CHAIRMAN

SECRETARY

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NOV 14 1997

PLANNING

EXECUTED THIS ____ DAY OF ____, 1997

EXECUTED THIS ____ DAY OF ____, 1997

BRUNNER FARMS, LTD., CURRENT OWNER

BROOMFIELD TOWN CENTRE, LLC
CONTRACT PURCHASER

STATE OF COLORADO }
COUNTY OF _____ }SS

STATE OF COLORADO }
COUNTY OF _____ }SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS
____ DAY OF ____, 1997 BY BRUNNER FARMS, LTD., OWNER
OF THE ABOVE DESCRIBED PARCEL OF LAND.

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS
____ DAY OF ____, 1997 BY BROOMFIELD TOWN CENTRE, LLC
OF THE ABOVE DESCRIBED PARCEL OF LAND.

NOTARY

NOTARY

WITNESS MY HAND AND OFFICIAL SEAL

WITNESS MY HAND AND OFFICIAL SEAL

NOTARY PUBLIC ADDRESS: _____

NOTARY PUBLIC ADDRESS: _____

MY COMMISSION EXPIRES: _____

MY COMMISSION EXPIRES: _____

C. PLANNER

RA ARCHITECTS
1000 NORTHWESTERN, SUITE 100
ARMINGTON HILLS, MICHIGAN 48334

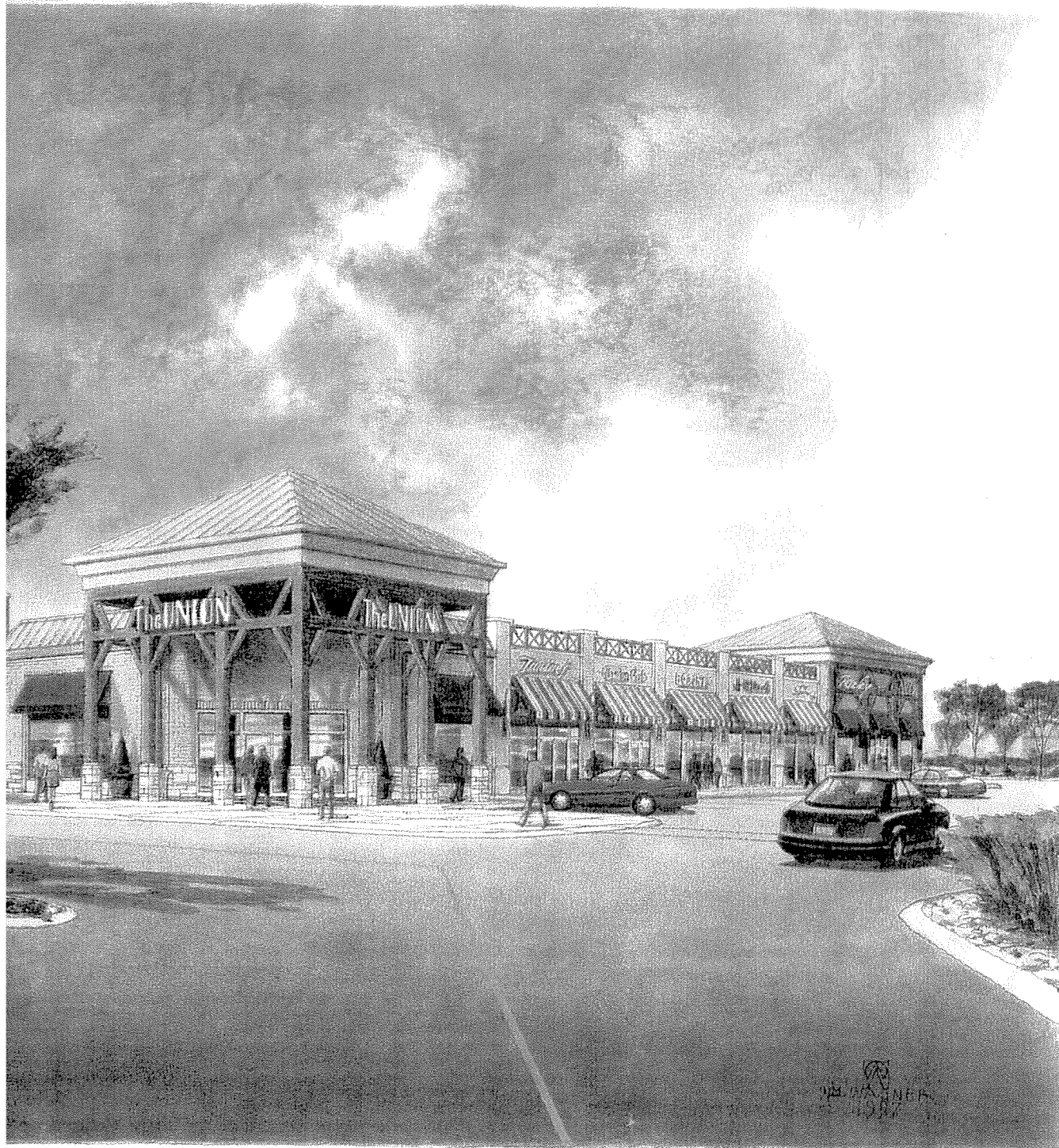
RA/SURVEYOR

IN CONSULTANTS, INC.
ICE AVENUE #101
COLORADO 80111

REVISIONS			
NO.	DESCRIPTION	DATE	BY
1	PER COMMENTS	10/3/97	VS
2	PER COMMENTS	10/30/97	VS
3	PER COMMENTS	11/2/97	VS

10175008\BTCCOV.DWG

For the Mtg of 11-25-97

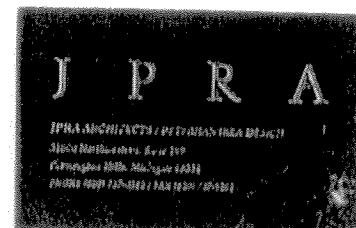


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NOV 14 1997

PLANNING

FIELD
ENTRE



5 (d)
Memorandum No. 397-97
Resolution No. 221-97

For the Mtg of 11-25-97

LEGAL DESCRIPTION:

LOT 13 OF THE BROOMFIELD
TOWN CENTRE FINAL PLAT,
A PART OF THE SOUTH ONE-HALF OF SECTION 36,
T1S, R69W OF THE 6TH P.M., CITY OF BROOMFIELD,
COUNTY OF BOULDER, STATE OF COLORADO

OWNER NAME AND ADDRESS:

BRUNNER FARMS, LTD.,
A COLORADO LIMITED PARTNERSHIP

WITNESS, MY HAND, THIS THE _____ DAY OF _____, 1997.

BY: _____
AUTHORIZED SIGNATURE

PRINTED NAME AND TITLE

STATE OF COLORADO)
COUNTY OF BOULDER)

BEFORE ME, the undersigned authority, a Notary Public in and for said
county and state, on this day personally appeared _____
known to me to be the person whose name is subscribed to the foregoing
instrument and acknowledged to me that he executed the same for the
purpose and consideration thereof expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE

THIS _____ DAY OF _____, 1997.

NOTARY PUBLIC in and for the
STATE OF COLORADO

SUBDIVIDER NAME AND ADDRESS:

THE OAKWOOD COMPANIES TOM KOSTOSKY
2380 SCIENCE PARKWAY, SUITE 101
OKEMOS, MI 48864

WITNESS, MY HAND, THIS THE _____ DAY OF _____, 1997.

BY: _____
AUTHORIZED SIGNATURE

PRINTED NAME AND TITLE

STATE OF COLORADO)
COUNTY OF BOULDER)

BEFORE ME, the undersigned authority, a Notary Public in and for said
county and state, on this day personally appeared _____
known to me to be the person whose name is subscribed to the foregoing
instrument and acknowledged to me that he executed the same for the
purpose and consideration thereof expressed.

GIVEN UNDER MY HAND AND SEAL OF OFFICE

THIS _____ DAY OF _____, 1997.

NOTARY PUBLIC in and for the
STATE OF COLORADO

SURVEYOR NAME AND ADDRESS: (WILL BE PREPARING PLAT)

ROCKY MOUNTAIN CONSULTANTS, INC.
8301 E. PRENTICE AVENUE, SUITE 101
ENGLEWOOD, CO 80111

WITNESS, MY HAND, THIS THE _____ DAY OF _____, 1997.

BY: _____
AUTHORIZED SIGNATURE

PRINTED NAME AND TITLE

CLIENT:

THE OAKWOOD COMPANIES

SUITE 101
2380 SCIENCE PARKWAY
OKEMOS, MI 48864
Tel. No. (517) 347-0966

PREPARED BY:



Kimley-Horn
and Associates, Inc.

12700 Park Central Drive, Suite 1800
Dallas, Texas 75251

Tel. No. (972) 770-1300
Fax No. (972) 239-3820

DATE OF PREPARATION:

NOVEMBER 12, 1997

PROJECT INTENT:

SITE DEVELOPMENT OF 88 UNIT SENIOR LIVING CENTER.

ZONING:

BROOMFIELD TOWN CENTRE P.U.D.

LIST OF DEVIATIONS:

1. PARKING REQUIRED = 152 SPACES
PARKING PROVIDED = 89 SPACES

2. DWELLING UNITS BY PUD = 74
DWELLING UNITS PROVIDED = 88

RECEIVED

NOV 13 1997

APPROVALS:

LAND USE REVIEW COMMISSION CERTIFICATION:

THIS SITE DEVELOPMENT PLAN IS RECOMMENDED FOR
APPROVAL BY THE CITY OF BROOMFIELD LAND USE REVIEW
COMMISSION THIS _____ DAY OF _____

CHAIRMAN

CITY COUNCIL CERTIFICATION:

THIS SITE DEVELOPMENT PLAN IS RECOMMENDED FOR
APPROVAL BY THE CITY OF BROOMFIELD CITY COUNCIL
THIS _____ DAY OF _____

CITY CLERK

MAYOR

RECORDING INFORMATION:

CLERK AND RECORDER'S CERTIFICATE

STATE OF COLORADO)
COUNTY OF BOULDER)

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN
MY OFFICE AT _____ O'CLOCK _____, THIS _____
DAY OF _____ A.D., AND IS DULY RECORDED
IN PLAN _____

FILE _____, FILM _____, NO. _____

FEES \$ _____ PAID.

RECORDER

BY:

DEPUTY

THIS URBAN RENEWAL PLAN IS HEREBY APPROVED BY THE
BROOMFIELD URBAN RENEWAL AUTHORITY THIS _____
DAY OF _____, 1997.

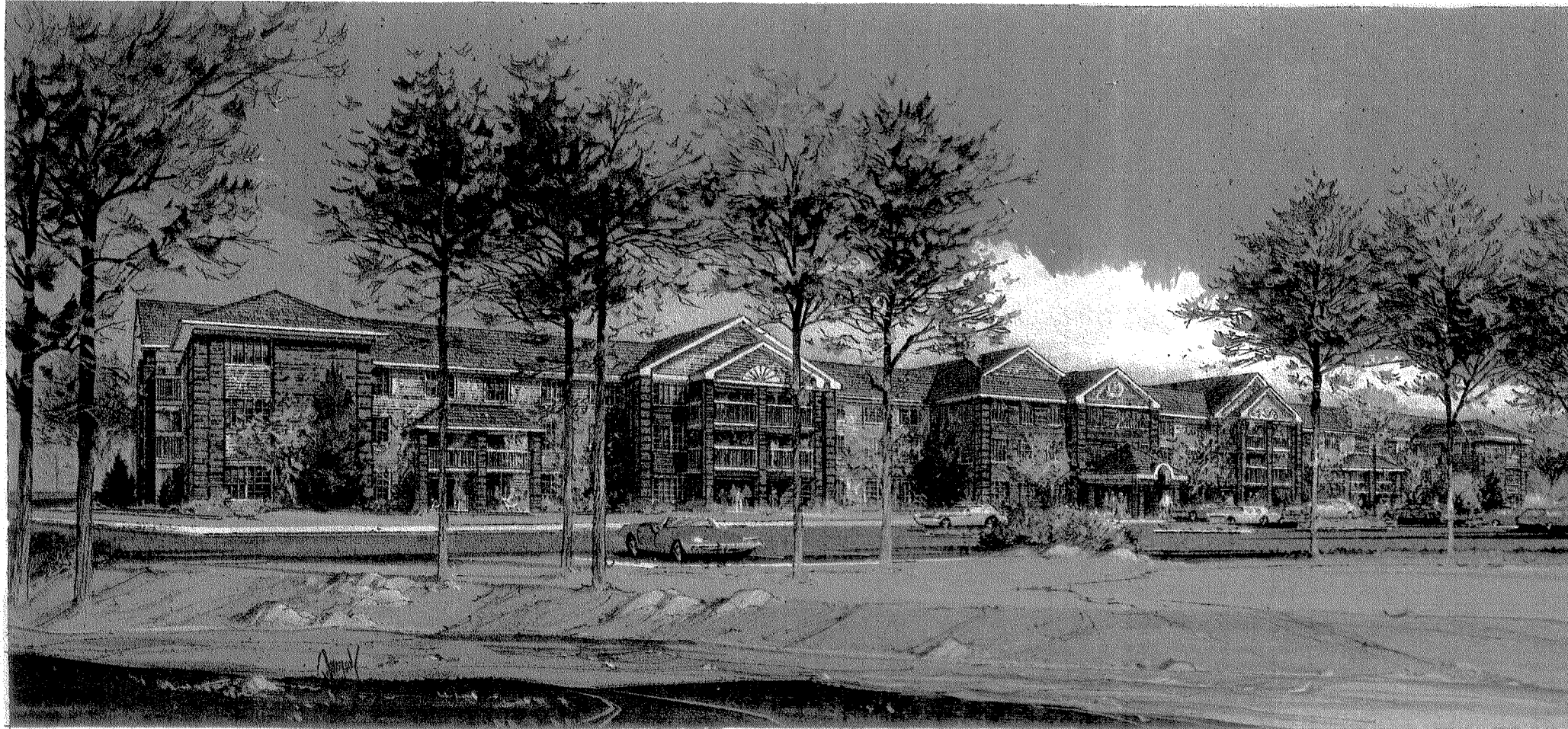
CHAIRMAN

SECRETARY

5 (d)
Memorandum No. 221-97
Resolution No. 221-97

For the Mtg of 11-25-97
NOV 13 1997

PLANNING



RESOLUTION NO. 40-98

A RESOLUTION AMENDING THE 1995 BROOMFIELD
MASTER PLAN

BE IT RESOLVED BY THE BROOMFIELD CITY COUNCIL, CITY OF BROOMFIELD,
COLORADO:

Section 1. Pursuant to the provisions of section 17-58-030 of the Broomfield Municipal Code, the amendment to the 1995 Broomfield Master Plan attached hereto as Exhibit A is adopted as a successive part of the 1995 Broomfield Master Plan.

Section 2. This resolution is effective upon its approval by the City Council.

Approved on February 24, 1998

CITY OF BROOMFIELD, COLORADO

William M. Bens
Mayor

ATTEST:

Vicki May
City Clerk



APPROVED AS TO FORM

Ray S. Howard
City Attorney

OPEN LANDS

The 1995 Broomfield Master Plan provides for one category of open land entitled Open Space Greenways. Open Space Greenways are those public and private lands acquired, or preserved, in the public interest to: provide for the conservation and protection of natural resources, physical and aesthetic enjoyment of the out-of-doors, recreational opportunities, shape the pattern of growth and development, preserve agricultural resources, and protect prominent geographical, geological features and cultural resources.

It is recommended that the 1995 Broomfield Master Plan be amended to redefine the areas designated as Open Space Greenways, Open Lands. The two categories of Open Lands are Park/Recreation Areas and Open Space Areas. The attached Open Lands Table illustrates the various types of uses that may be appropriate in each of these categories. Other uses that are not listed may also be appropriate and should be reviewed on a case by case basis.

Park/Recreation Areas

Park/Recreation Areas are the most intensively used and developed type of Open Lands. They are often characterized by active recreation and cultural uses, functionally partitioned property, recreational play structures, and irrigated turf and landscaping. They may also include hard surface areas and buildings for indoor recreational or cultural activities. Intensively landscaped areas which are adjacent to major roadways and drainageways, and are incorporated into neighborhood and community buffers, as well as restricted-use public or private open land areas (e.g., golf courses or cemeteries) are included in this category. Greenway and community buffers with active recreation areas typically fall within this category.

Open Space Areas

Open Space Areas are defined as parcels of land intentionally left free and protected from development, and set aside for unstructured recreational activities and the appreciation and enjoyment of natural surroundings. Open Space Areas typically include one or more of the following features: water resources such as waterways, waterbodies, wetlands or floodplains, scenic areas and vistas, wildlife habitats and corridors, unique or fragile ecosystems, native flora or fauna, productive agricultural lands or historic locations, and scientifically significant areas or geologic formations. Open Space Areas are typically non-irrigated land with minimal improvements and, comparatively, require less maintenance. Irrigation may be provided in some Open Space Areas in order to sustain landscape improvements. Improvements to Open Space Areas may include soft surface trails, native plants or landscaping, benches, picnic areas, fishing docks, and parking areas at trail heads. Greenway and community buffers and trail connections which meet the intent of the open space areas description fall within this category.

A table which indicates the category where specific land uses or activities are appropriate is attached.

GUIDELINES FOR OPEN LANDS IN BROOMFIELD

USE	PARK & REC AREAS	OPEN SPACE AREAS
AGRICULTURE		X
AMPHITHEATER	X	O
ARBORETUM	X	X
BALL FIELDS	X	
BASKETBALL(OUTDOOR)	X	
BIKEWAY (PAVED)	X	O
BMX TRACK	X	
CEMETERY	O	O
COMMUNITY GARDENS	X	O
COMMUNITY SHAPING	X	X
EXERCISE STATIONS	X	X
DEMONSTRATION FARM	O	O
FISHING	X	X
FLOODPLAINS	X	X
GEOLOGIC FORMATIONS		X
GOLF COURSE	O	
GREENBELT	X	O
HISTORIC SITES	X	X
HORSEBACK RIDING		O
HORSE SHOE PIT	X	
ICE SKATING	X	O
IN-LINE HOCKEY RINK	X	
IRRIGATION DITCHES	O	X
LAKE	X	X
LANDSCAPE AREAS	X	O
MOTORIZED VEHICLE USE	O	
MULTI-PURPOSE PLAY FIELDS	X	
NATURE CENTER	X	O
NEIGHBORHOOD SHAPING	X	X
PARKING AREAS (HARD SURFACE)	X	O
PARKING AREAS (SOFT SURFACE)	O	O
PICNIC AREA	X	O
PLAYGROUNDS	X	
PLAZAS	X	
POND	X	X
RECREATION CENTER	X	
RIDGELINE PRESERVATION		X
RIPARIAN CORRIDORS/DRAINAGES	O	X
SCENIC AREAS/VISTAS	X	X
SHUFFLEBOARD COURT	X	
SKATEBOARD PARK	X	
SLEDDING AREAS	X	P
SOCCER FIELD	X	
STEEP SLOPE AREAS (>30%)		X
STREETS	X	O
SWIMMING POOL	X	
TENNIS COURT	X	
TRAIL (SOFT SURFACE)	O	X
TRAIL (HARD SURFACE)	X	O
UNSTRUCTURED PLAY AREA	X	O
VIEWING AREA/TELESCOPES	X	X
VILLAGE GREENS	X	
VOLLEYBALL COURT	X	
WETLANDS	O	X
WILDLIFE HABITAT & CORRIDORS	O	X

X - APPROPRIATE

O - IN CERTAIN INSTANCES

P - APPROPRIATE EXCEPT AS POSTED

RESOLUTION NO. 69-98

A RESOLUTION AMENDING THE 1995 BROOMFIELD
MASTER PLAN

BE IT RESOLVED BY THE BROOMFIELD CITY COUNCIL, CITY OF BROOMFIELD,
COLORADO:

Section 1. Pursuant to the provisions of section 17-58-030 of the Broomfield Municipal Code, the amendment to the 1995 Broomfield Master Plan attached hereto as Exhibits A and B are adopted as a successive part of the 1995 Broomfield Master Plan.

Section 2. This resolution is effective upon its approval by the City Council.

Approved on April 14, 1998

CITY OF BROOMFIELD, COLORADO

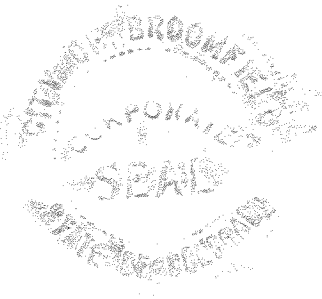
William M. Bue
Mayor

ATTEST:

Vicki Yane
City Clerk

APPROVED AS TO FORM

Roy S. Howard
City Attorney

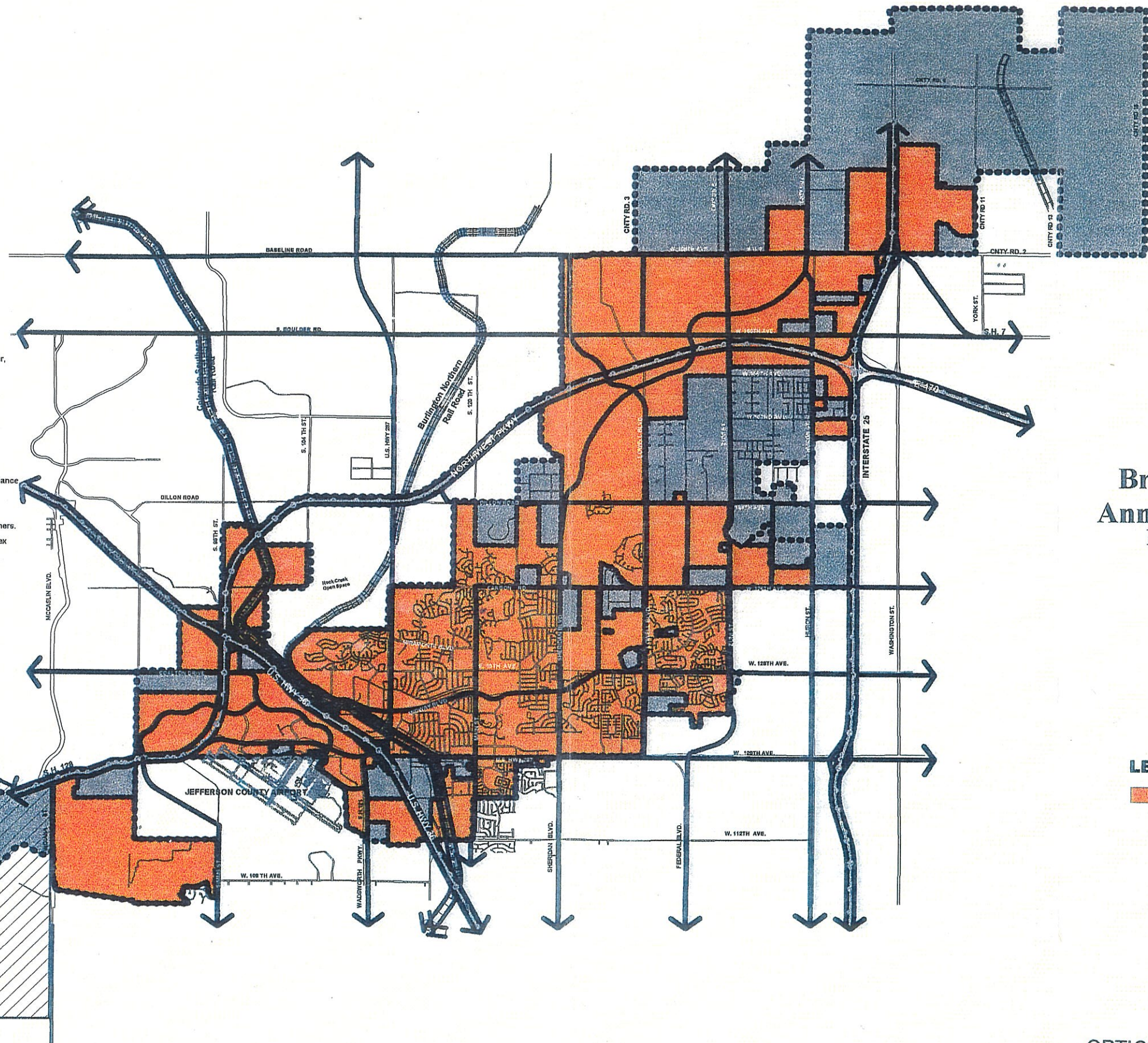


Insert this language on page 2 of the master plan.

One of the key recommendations of the Strategic Plan is the Sense of Community Element. Recommendation 1 for this element is to create the City and County of Broomfield. The city is currently split among 4 counties complicating service delivery and dividing the community. Channels for participation at the county level are fragmented and effectiveness is diluted. Inefficiency, overlap, and duplication of services are probable outcomes of four counties serving a single city. Cooperation among the four counties is difficult due to differing constituencies, fiscal disparity, conflicting priorities, and contrasting values. The following map includes the area to be included in the City and County of Broomfield.

NOTES:

1. Annexations by the City/City and County of Broomfield shall be limited to these areas shown in the gray area depicted on the Annexation Boundary Map. This means that the City/City and County of Broomfield may annex such areas, but is not required to annex such areas.
2. The City/City and County of Broomfield may, however, annex unincorporated areas of land that are owned by the City/City and County of Broomfield.
3. The City/City and County of Broomfield may annex unincorporated areas of land located within the boundaries of the proposed northwest parkway.
4. The City/City and County of Broomfield shall by ordinance disconnect any land in Jefferson County annexed by ordinance no. 1250 upon the request of the Jefferson County Commissioners.
5. The City/City and County of Broomfield shall not annex unincorporated areas of land that have been acquired, used, and maintained by any County for open space unless otherwise approved by any such county.



1995 Broomfield Master Plan Annexation Boundary Map Broomfield, Colorado April 14, 1998

LEGEND

AREA OF BROOMFIELD CITY LIMITS



0 2000 4000 6000 8000 10000 Feet

OPTION 3

APRIL 13, 1998

RESOLUTION NO. 88-98

A RESOLUTION AMENDING THE 1995 BROOMFIELD
MASTER PLAN

BE IT RESOLVED BY THE BROOMFIELD CITY COUNCIL, CITY OF BROOMFIELD,
COLORADO:

Section 1. Pursuant to the provisions of section 17-58-030 of the Broomfield Municipal Code, the amendment to the 1995 Broomfield Master Plan attached hereto as Exhibit A is adopted as a successive part of the 1995 Broomfield Master Plan.

Section 2. This resolution is effective upon its approval by the City Council.

Approved on April 28, 1998

CITY OF BROOMFIELD, COLORADO

William M. Berens
Mayor

ATTEST:

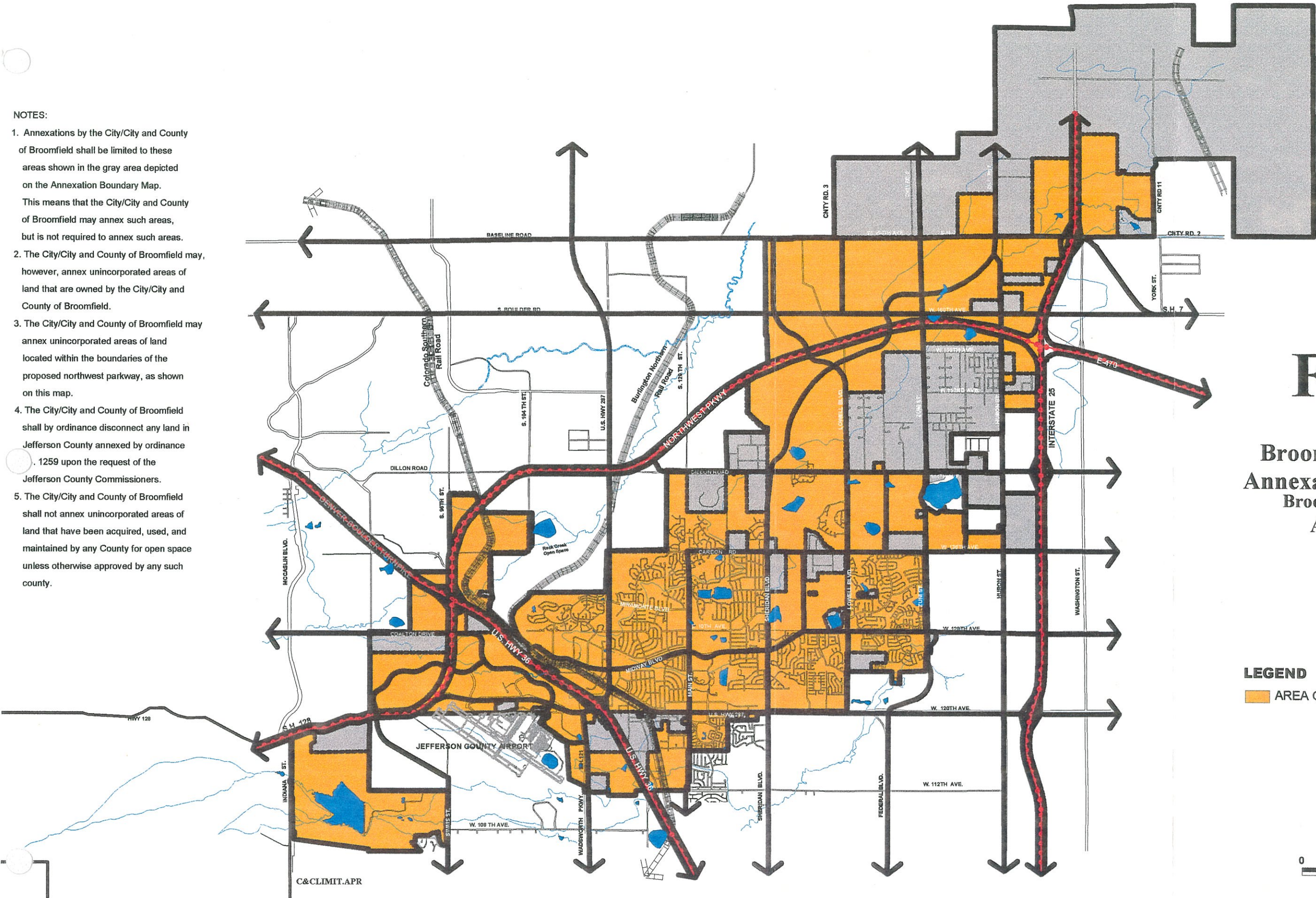
Vicki May
City Clerk

APPROVED AS TO FORM

Ray L. Howard
City Attorney

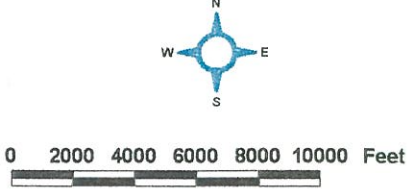


- NOTES:
- 1. Annexations by the City/City and County of Broomfield shall be limited to these areas shown in the gray area depicted on the Annexation Boundary Map. This means that the City/City and County of Broomfield may annex such areas, but is not required to annex such areas.
 - 2. The City/City and County of Broomfield may, however, annex unincorporated areas of land that are owned by the City/City and County of Broomfield.
 - 3. The City/City and County of Broomfield may annex unincorporated areas of land located within the boundaries of the proposed northwest parkway, as shown on this map.
 - 4. The City/City and County of Broomfield shall by ordinance disconnect any land in Jefferson County annexed by ordinance . 1259 upon the request of the Jefferson County Commissioners.
 - 5. The City/City and County of Broomfield shall not annex unincorporated areas of land that have been acquired, used, and maintained by any County for open space unless otherwise approved by any such county.



FINAL
1995
Broomfield Master Plan
Annexation Boundary Map
Broomfield, Colorado
April 28, 1998

LEGEND
[Orange Box] AREA OF BROOMFIELD CITY LIMITS



RESOLUTION NO.137 -98

A RESOLUTION AMENDING THE 1995 BROOMFIELD
MASTER PLAN

BE IT RESOLVED BY THE BROOMFIELD CITY COUNCIL, CITY OF BROOMFIELD,
COLORADO:

Section 1. Pursuant to the provisions of section 17-58-030 of the Broomfield Municipal Code, the amendment to the 1995 Broomfield Master Plan attached hereto as Exhibit A is adopted as a successive part of the 1995 Broomfield Master Plan.

Section 2. This resolution is effective upon its approval by the City Council.

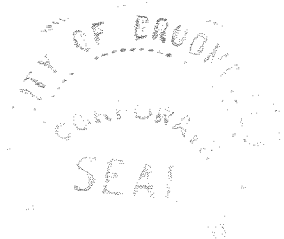
Approved on July 14, 1998

CITY OF BROOMFIELD, COLORADO

William M. Beiers
Mayor

ATTEST:

Vicki Man
City Clerk



APPROVED AS TO FORM

Ray S. Howard
City Attorney

LEGEND

- OPEN LANDS
- ADJACENT OPEN SPACE
- TOWN CENTER
- VILLAGE CENTER
- NEIGHBORHOOD CENTER
- TRANSIT ORIENTED DEVELOPMENT
- REGIONAL COMMERCIAL
- MIXED USE COMMERCIAL
- EMPLOYMENT
- NEIGHBORHOOD RESIDENTIAL
- RURAL RESIDENTIAL
- PUBLIC COMMUNITY CENTER
- CC HIGH SCHOOL
- H MIDDLE SCHOOL
- M ELEMENTARY SCHOOL
- E AGRICULTURE
- T TRANSIT CENTER
- P&R PARK AND RIDE
- ADJACENT CITIES
- LAKES

- FUTURE BUS LT RAIL
- BROOMFIELD TRAIL
- COMMUTER RAIL
- VILLAGE RESIDENTIAL AREA
- DITCH
- STREAMS
- PLANNING AREA
- BROOMFIELD CITY LIMITS
- ADJACENT CITY LIMITS
- SHERIDAN PARKWAY
- SECONDARY PARKWAY

1995
Broomfield Master Plan
Broomfield, Colorado

November 28, 1995

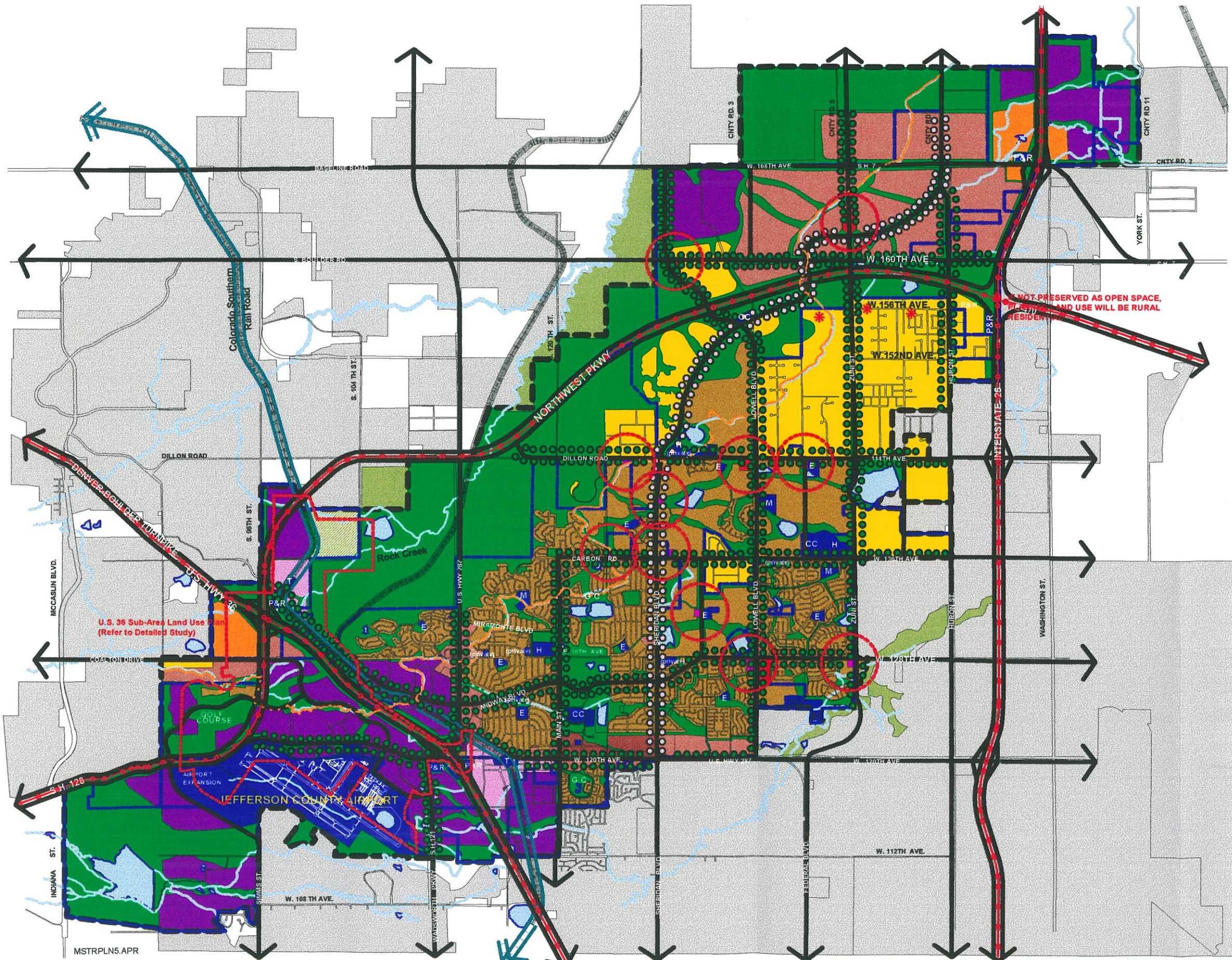
DRAFT

Re-adopted: November 25, 1997

Revised: July 6, 1998



0 2000 4000 6000 8000 10000 Feet



RESOLUTION NO. 190-99

A RESOLUTION AMENDING THE 1995 BROOMFIELD MASTER PLAN BY ADDING
THE 96TH STREET/NORTHWEST PARKWAY SUBDISTRICT PLAN

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BROOMFIELD,
COLORADO:

Section 1. Pursuant to section 17-58-030, B.M.C., the 1995 Broomfield Master Plan is amended by adding the 96th Street/Northwest Parkway Subdistrict Plan dated August 1999. The Mayor or Mayor Pro Tem is authorized to sign and the City Clerk to attest the 96th Street/Northwest Parkway Subdistrict Plan, including the maps and descriptive matter therein.

Section 2. This resolution is effective upon its approval by the City Council.

APPROVED on August 10, 1999.

CITY OF BROOMFIELD, COLORADO

William M. Bera
Mayor

ATTEST:

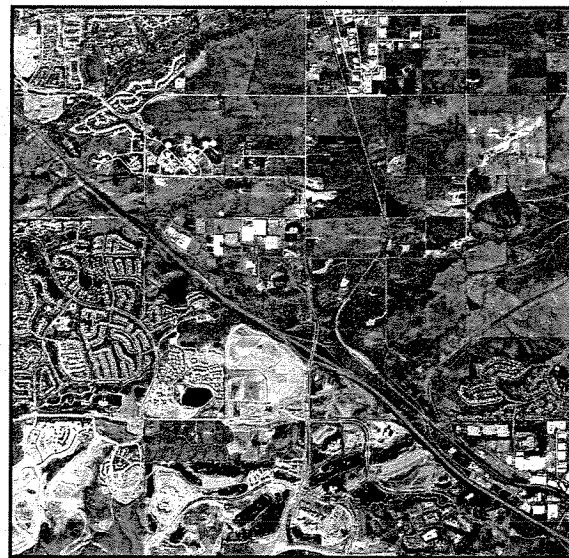
Vicki May
City Clerk

APPROVED AS TO FORM:

Ray L. Howard
City Attorney



AUGUST, 199



City of Broomfield

96Th Street/Northwest Parkway Sub-District Master Plan

RESOLUTION NO. 208-99

A RESOLUTION AMENDING THE 1995 BROOMFIELD MASTER PLAN BY ADDING
THE NORTH BROOMFIELD/I 25 SUB-AREA PLAN


BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BROOMFIELD,
COLORADO:

Section 1. Pursuant to section 17-58-030, B.M.C., the 1995 Broomfield Master Plan is amended by adding the North Broomfield/I 25 Sub-Area Plan November 1999. The Mayor or Mayor Pro Tem is authorized to sign and the City Clerk to attest the North Broomfield/I 25 Sub-Area Plan, including the maps and descriptive matter therein.

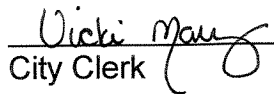
Section 2. This resolution is effective upon its approval by the City Council.

APPROVED on December 7, 1999.


CITY OF BROOMFIELD, COLORADO


Mayor Pro Tem

ATTEST:


City Clerk

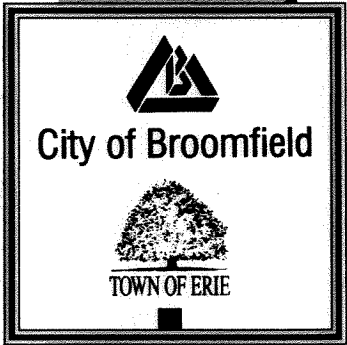
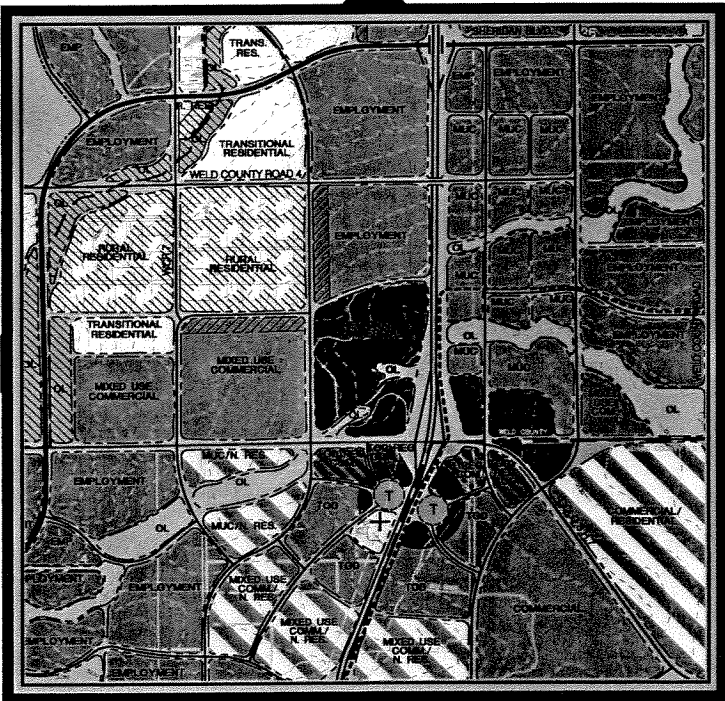
APPROVED AS TO FORM:


City Attorney



For the Mtg of 12-7-99

NOVEMBER, 1999



I-25 SUB-AREA PLAN

RESOLUTION NO. 2001-188

A RESOLUTION AMENDING THE 1995 BROOMFIELD MASTER PLAN

WHEREAS, the Broomfield City Council adopted the 1995 Broomfield Master Plan on November 28, 1995; and

WHEREAS, the City of Broomfield amended the 1995 Broomfield Master Plan on October 26, 1999 with the inclusion of the City of Broomfield/DRCOG Urban Growth Boundary Map; and

WHEREAS, the Denver Regional Council of Governments (DRCOG) adopted the Metro Vision 2020 Plan on March 19, 1997 and amended this plan on July 16, 1997; and

WHEREAS, DRCOG adopted a policy for modifications to the Urban Growth Boundary Map in December, 1997; and

WHEREAS, Implementation of the 1995 Broomfield Master Plan requires a modification to the City of Broomfield/DRCOG Urban Growth Boundary Map.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BROOMFIELD, COLORADO:

Section 1. Pursuant to section 17-58-030, B.M.C., the 1995 Broomfield Master Plan is amended by deletion of the existing map entitled "City of Broomfield/DRCOG Urban Growth Boundary Map" and inclusion of the revised map labeled Exhibit A.

Section 2. Pursuant to section 17-58-030, B.M.C., the 1995 Broomfield Master Plan is amended by deletion of the existing map entitled "1995 Broomfield Master Plan" and inclusion of the revised map labeled Exhibit B.

Section 3. This resolution is effective upon its approval by the City Council.

APPROVED on September 4, 2001.



Vicki Mauer
City Clerk

CITY OF BROOMFIELD, COLORADO

William M. Beue
Mayor

APPROVED AS TO FORM:

Ray S. Howard
City Attorney

RESOLUTION NO. 2001-352

A RESOLUTION APPROVING AN AMENDMENT TO THE 1995 BROOMFIELD MASTER PLAN, AND APPROVING THE SECTION 30 PUD PLAN/PRELIMINARY PLAT AND A SITE DEVELOPMENT PLAN FOR A CITY AND COUNTY RECREATION CENTER FOR A PARCEL OF LAND APPROXIMATELY LOCATED BETWEEN LOWELL BOULEVARD AND SHERIDAN BOULEVARD

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY AND COUNTY OF BROOMFIELD, COLORADO:


Section 1. Pursuant to section 17-58-030, B.M.C., the 1995 Broomfield Master Plan is amended by deletion of the existing map entitled "1995 Broomfield Master Plan" and inclusion of the revised map labeled Exhibit A.

Section 2. Pursuant to the provisions of article III of chapter 17-38 B.M.C Section 30 PUD Plan and Preliminary Plat and a Site Development Plan for a City and County Recreation Center are hereby approved.

Section 2. This resolution is effective upon its approval by the City Council.

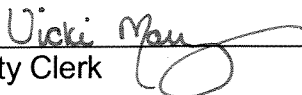
APPROVED on December 11, 2001.

THE CITY AND COUNTY OF BROOMFIELD,
COLORADO



Mayor

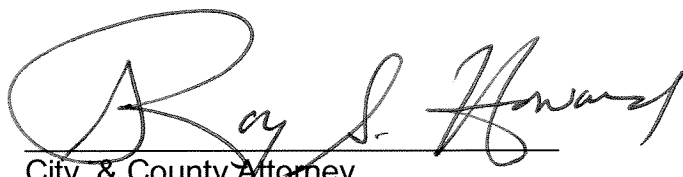
ATTEST:



City Clerk



APPROVED AS TO FORM:



City & County Attorney

RESOLUTION NO. 2003-88B

A RESOLUTION APPROVING AN AMENDMENT TO THE 1995 BROOMFIELD MASTER PLAN LAND USE MAP FOR THE LAMBERTSON PROPERTY LOCATED NORTH OF 136TH AVENUE BETWEEN ZUNI STREET AND HURON STREET

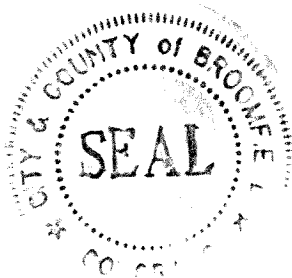
BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY AND COUNTY OF BROOMFIELD, COLORADO:

Section 1. Pursuant to section 17-58-030, B.M.C., the 1995 Broomfield Master Plan is amended by deletion of the existing map entitled "1995 Broomfield Master Plan" and inclusion of the revised map labeled Exhibit A, subject to the following conditions by the City Council:


- (a) If a PUD Plan, in substantial conformity with Attachments 6 and 7 to the City Council memorandum, is not approved by the City Council on or before December 31, 2003, the Master Plan land use map amendment shall be void and the land use designation shall be rural residential.

Section 2. This resolution is effective upon its approval by the City Council.

APPROVED on August 26, 2003.



THE CITY AND COUNTY OF BROOMFIELD,
COLORADO



Mayor

ATTEST:



City Clerk

APPROVED AS TO FORM:



City & County Attorney

